

REPORT
OF
METROPOLITAN PARK COMMISSION

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John Andrews & Son

HEMLOCK GORGE RESERVATION.

The Gorge.

REPORT

OF THE

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Board of Metropolitan Park
Commissioners.

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JANUARY, 1896.
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CONTENTS.

	PAGE
Report of the Commissioners,	5
Report of the Secretary,	14
Financial Statement and Tables,	25
Report of the Landscape Architects,	36

APPENDIX :—

Report of the Preliminary Commission of 1893,	55
Acts relating to the Metropolitan Park Commission,	63
List of Takings,	90
List of Abandonments,	94
Award of Apportionment Commission and Decree,	95

Commonwealth of Massachusetts.

REPORT.

The Board of Metropolitan Park Commissioners present herewith their third annual report.

The work intrusted to this Board has been continued during the past year along the lines suggested by the report of the preliminary commission of 1893, and within the limits prescribed by the park act of 1893, chapter 407, and acts in amendment thereto, and by the boulevard act of 1894, chapter 288. Both report and acts are included in the Appendix to this report.

In the last report it was stated that, under the authority of the act of 1893, the Blue Hills, Middlesex Fells, Stony Brook and Beaver Brook reservations, a total of 6,070 acres, had been acquired in addition to 156 acres in the West Roxbury Parkway transferred to the city of Boston for care and maintenance. During the past year these reservations have been amended by the taking of 286 acres and by the abandonment of 75 acres, chiefly to provide for boundary roads and entrances from the nearest highways. In addition to the reservations thus amended new acquisitions have been made as follows: on the Charles River, lands have been taken under authority of the act of 1894, chapter 509, along the southern bank between the Cambridge Street bridge and Nonantum Street in Newton, and along the northern bank between the Cambridge Hospital and the public landing in Watertown. Revere Beach has been acquired under the authority of the act of 1894, chapter 483, and the act of 1895, chapter 305, from Crescent Beach to the Saugus River, a distance of three miles. The acquisition of these lands has involved the consideration of many difficult problems of public and private interest, and it may be necessary, at least in the case of Revere Beach, to ask for additional

enabling legislation before the Commonwealth can assume entire control of the reservations of which they will form a part. Hemlock Gorge in Newton, Needham and Wellesley has been acquired for the purpose of preserving the exceptionally beautiful scenery about the aqueduct bridge and upper falls of the Charles River. King's Beach in the town of Swampscott has been acquired, and is to be transferred to that town for care and maintenance, under an agreement requiring its park board also to acquire the neighboring Blaney Beach, and preserve both as public beaches. The excellence of these two beaches and their location close beside a large population and bounding on the highway to the north shore have always made them a popular resort. These acquisitions bring the total holdings of the Commonwealth, under these acts, exclusive of the West Roxbury Parkway, to 6,671 acres, distributed as follows:—

	Acres.
Blue Hills,	4,189.69
Middlesex Fells,	1,663.11
Stony Brook,	458.51
Beaver Brook,	58.35
Revere Beach,	85.24
Charles River,	188.78
King's Beach,	3.29 —
Hemlock Gorge,	24.00
	<hr/>
	6,671.07

In the Middlesex Fells the holdings of the water boards of the neighboring towns, amounting to about 1,600 acres, are still in the care of the commission, although not formally transferred.

In the settlement of the claims presented by the owners of these lands it has been the effort of the commission to proceed as rapidly as possible by purchase subsequent to the taking. The general result is believed to have been more satisfactory than if awards had been made at the outset, as the facts in the peculiar claims of each owner have been ascertained and considered before settlement. The number of these claims has been 486, of which 163 are paid for, 37 are agreed upon and the titles being examined, and 286, mostly for lands taken during the past year, are in



Photographed

MYSTIC VALLEY PARKWAY
Lower Mystic Pond

Johnston, New Hampshire

course of settlement. Very little litigation has resulted, and the few cases carried to trial have been decided favorably to the Commonwealth.

The administration and care of the reservations are now well advanced towards a permanent organization. The smaller reservations are easy of access, generally well bounded by roads, and, having been acquired principally to preserve some unusual charm peculiar to the particular spot, have required little work beyond the removal of unsightly objects and police protection against destruction. On Revere Beach the contemplated development suggested in the previous reports of this Board must on account of the problems involved proceed slowly. The only improvement possible during the past year has been the grading and placing of benches and electric lights upon land made vacant by the burning of the Strathmore Hotel. On the Charles River there can be no development for the present. The appropriation of \$300,000 provided for this reservation was intended merely for the acquirement of lands, with the understanding that no development could take place until some general plan of improvement was devised and an additional appropriation made for that purpose. The present appropriation must therefore be considered as already expended.

The care of the forest reservations, as in the past two years, has been chiefly directed to the prevention of fires, by clearing them of dead wood and by maintaining a small permanent police force and a larger number of watchmen during the dry seasons of spring and autumn. No serious fire has occurred. The clearing is practically completed in the smaller reservations, but will require one more winter's work in the Middlesex Fells and two in the Blue Hills. A beginning will be made this winter in the more permanent work of forestry, under a few simple rules looking at first to preservation of the young evergreens. Fire and the axe have left upon many acres only a scrub growth of oak or chestnut, but it is hoped that with intelligent aid of simple kind nature will gradually restore variety and vigor to the woods. A catalogue of the plant life is being made by gentlemen who have kindly volunteered their services

for this work, under the direction of Mr. Warren H. Manning, and a report of their work may be expected next year. The animal and bird life has already begun to show itself more openly since the enforcement of rules against fire and shooting, and will be further encouraged during the winter by a scheme of systematic feeding. There is a rare opportunity to make these reservations close by the city not merely pleasure grounds but examples for all time of New England forests, in which the various kinds of native life shall be preserved to the exclusion of foreign species. The policy of constructing some roads in advance of the carefully studied plans of the landscape architects has been continued, though to a less extent than last year. The commission early formed the opinion that a limited number of such roads were needed for administrative purposes as well as to admit the public to an immediate and reasonable use of these reservations, and the extent to which they have been used fully justifies their construction. One year more, however, should complete all such construction except along the boundaries of the reservations where permanent boundary roads are made possible by the completion of the topographical surveys, and, once built, will always serve as fire-guards, define the limits of the reservations and facilitate travel between neighboring towns.

Heretofore the repair as well as the first cost of all such work has been charged to the principal of the parks loan; but it is evident that the expense of repair and maintenance is one of annual recurrence, and should be provided for by an annual appropriation. The commission estimates the cost of this work for the ensuing year as likely to be \$7,500.

The amount of money thus far appropriated by all the park acts for the acquirement and care of these reservations, exclusive of the amount appropriated under the boulevard act (\$500,000), has been \$2,300,000, as follows:—

Act creating the Board, 1893, chapter 407,	. . .	\$1,000,000
Revere Beach act, 1894, chapter 483,	. . .	500,000
Charles River act, 1894, chapter 509,	. . .	300,000
Second Revere Beach act, 1895, chapter 305,	. . .	500,000
Total, . . . . .	. . .	<u>\$2,300,000</u>



MYSTIC VALLEY PARKWAY

Appalachian River

Against these funds had been drawn on Dec. 1, 1895, a total of \$1,194,651.41, made up as follows:—

Land,	\$928,282 89
Labor,	130,848 48
Miscellaneous,	135,520 04
Total,	<u>\$1,194,651 41</u>

The secretary's report shows the details of the above expenditures and of the land settlements.

It is estimated that at least the entire unexpended balance may be required during the coming year for payment of lands, leaving no provision for necessary incidental expenses and the prosecution of the slight work of development outlined in this report. Many of the expenses will be materially reduced as the acquirement of land comes to an end; but the development cannot stop at this stage without depriving the public of a full enjoyment of the reservations to which it is fairly entitled, nor without causing greater expense when the work is resumed. The commission therefore recommends an appropriation of \$500,000, applicable to the entire work now in hand.

The commission is not prepared at the present time to recommend the acquisition of additional lands. Of forest reservations there seem to be quite enough, for, in addition to the reservations held by this Board, the Lynn woods, though a municipal holding of the city of Lynn, is in size (2,000 acres) and interest a metropolitan reservation. These reservations embody the best of the forest scenery of the metropolitan district, and a greater number would seem to bewilder the seeker after enjoyment and add unnecessary expense to the district.

The case of the sea-shore and river reservations, however, is somewhat different. Revere Beach and Charles River have been acquired, and are undoubtedly each in its class best calculated to serve the interests of the entire district. The desire for improvement of this river, however, has led to the continuance of the joint commission of the State Board of Health and this Board, charged with the duty of reporting to the present Legislature as to the advisability or sanitary necessity of acquiring the banks of the river

above Waltham, and there is a general demand for the development of the shores already acquired by this Board. It is therefore a cause of great regret that the dam across the river between Craigie and West Boston bridges, recommended by the joint commission to the Legislature of 1894, has not already been authorized, as that would of itself provide the most economical and efficient improvement of the river. Numerous petitions for the acquisition of additional lands upon the other rivers and upon the sea-shore have also been received during the past year, but the decisive answer to all of such petitions has been the want of funds and the necessity of completing the work already in hand. Any other course might have involved the district in unwarranted expense, and this it has been the policy of the Board to avoid. While, therefore, it is the belief of the commission, as it was of the preliminary commission of 1893, that, so far as financial expense and the needs of business will permit, the entire river and sea-shore frontage of the metropolitan district should gradually become a public holding, the authority for further expense in this direction must rest with the district and the Legislature, in the full knowledge that any step beyond that already taken will involve a considerable expense, and may lead to an irresistible demand for the taking of all these two classes of land.

The boulevard act of 1894, chapter 288, gave this Board authority to acquire land and streets and construct parkways or boulevards for the purpose of making the reservations acquired under the park acts available to the public. The report of last year stated that certain work had been practically decided upon in the cities of Malden and Medford and in the towns of Milton and Winchester, estimated to require the entire appropriation, to wit, \$500,000. A portion of that work is now in process of construction.

The scheme at first presented to the Board by the landscape architects and discussed in their report of this year as well as last was, in brief, for a parkway on the south side of the district, to be known as the Blue Hills Parkway, from Crossman's Pines in the Blue Hills to Mattapan Square, and for a similar parkway on the north side of the district, to be



MIDDLESEX FELS PARKWAY
The Approach to Pine Hill

known as the Fells Parkway, from the Fells to Broadway Park in Somerville. The latter was planned to provide a direct and unobstructed communication between one of the most congested portions of the district at the eastern end of Somerville near Charlestown and the Fells at Bears' Den and Pine Hill, by means of a boulevard one hundred and twenty feet wide, with two roadways and possible space for electric cars. While this plan was being considered a petition was received for a parkway from Weir bridge between Arlington and West Medford along the easterly side of Mystic Lake and the Abbajona River to Walnut Street in Winchester, accompanied by offers of the town of Winchester to acquire necessary lands to the value of \$50,000, of the city of Boston in the protection of its water supply to acquire other lands to the value of \$65,000, of Mr. Edwin Ginn and others to give lands in Winchester, of the estate of Francis Brooks to give a portion of the shore of Mystic Lake, and of Mr. Peter C. Brooks to give the remaining frontage, subject to certain conditions. The commission decided to accept these offers, and build the Mystic Valley Parkway so largely provided for. The scheme presented by the landscape architects was modified, and lands acquired for only those portions of the Fells Parkway between Pine Hill and Bears' Den and the highway running east and west through the entire northerly half of the district, known as Salem Street in Medford and Pleasant Street in Malden. The easterly arm of this parkway is now being built under a contract which calls for its completion before June next. Bids for the construction of the Mystic Valley Parkway were received in September, but rejected, because investigation showed that the contractors contemplated the employment of foreign labor, against the terms of the contract. New bids have been advertised for under a new contract, which it is believed will make it impossible for the contractors to employ any but citizens of this Commonwealth. The Blue Hills Parkway was intended to preserve certain elements of the scenery by roads on either side of the meadows from the Blue Hills to Canton Avenue, and thence by a boulevard similar to the Fells Parkway to Mattapan Square, which point is the terminus of Blue Hill Avenue, now being widened

by the city of Boston to Franklin Park. A taking of the necessary lands and streets for this parkway was prepared, but was rejected by the town of Milton, and so lapsed. The plan for this parkway is being reconsidered, and it is thought that the lines as modified may meet the approval of the town.

The lands exclusive of streets thus far acquired for the parkways under this act amount to 111.53 acres. The expenditure thus far made and charged to this loan of \$500,000 is as follows:—

Land,	\$89,542 70
Labor,	25,014 17
Miscellaneous,	32,281 23
	<hr/>
	\$146,838 10

Attention was called in the last report to the opinion of the Board then formed that work under this act must proceed very slowly, and only after the reservations acquired under the park acts had been more fully developed and the needs of the district as a whole more completely studied; and that each step taken was likely to be a precedent and excite a pressure for the construction of expensive local thoroughfares at the supposed charge of the metropolitan district. The experience of the Board during the past year in some measure confirms the opinion then expressed. Numerous petitions have been received for boulevards, in as many parts of the district, which the commission could not consider in detail because to do so would have occupied its time to such an extent as to prevent the proper discharge of the work already undertaken. The commission cannot therefore at the present time recommend any additional appropriation under this act.

As the whole work in charge of this commission now stands, the metropolitan park district of Boston, composed of thirty-six cities and towns within a radius of twelve miles, has acquired park lands which make it unique among the cities of the world. These lands comprise two great forests, an extension of the Boston park system to the Neponset River, several smaller tracts of exquisite beauty,



MIDDLESEX FELS RESERVATION

No. 100000 Road

Photographed

John H. Hooten, N. Y.

the shores to form the frame of a superb river park, a noble beach three miles long and the first lands for a series of connecting parkways. In addition, such reasonable development has already begun as will protect and make these lands available. The many details of purchase and care and improvement are gradually being worked out under a form of organization which seems suited to the work.

The total cost will somewhat exceed the original estimate, but, while this is regretted, it is not to be wondered at. In such large areas the multitude of facts which go to make up values and the varying circumstances of each case could be only approximately estimated at the outset, while to have delayed the takings would have complicated matters and increased rather than diminished the cost. Moreover, the expenses incident to examining and acquiring over 1,300 titles and the labor of the development and policing demanded by the public in its eagerness to enter upon the reservations could only be learned by experience.

The commission, therefore, in view of these facts now well known, recommends no new acquisitions, but rather recommends an appropriation which it hopes will provide against any possible deficiency; and, further, recommends that a moderate annual appropriation be begun, to keep in repair what has already been done.

The annual reports of the secretary and landscape architects are presented herewith.

All of which is respectfully submitted.

WILLIAM B. DE LAS CASAS.

PHILIP A. CHASE.

ABRAHAM L. RICHARDS.

AUGUSTUS HEMENWAY.

EDWIN B. HASKELL.

REPORT OF THE SECRETARY.

MR. WILLIAM B. DE LAS CASAS,

Chairman, Metropolitan Park Commission.

SIR :— The year which is about closing, and which is the period covered by this report, has witnessed more activity in the acquisition of land by the Board than either of the two years which have preceded it. This is true while at the same time it is also true that the area of land taken the past year is very much smaller than that of the year 1894. Twenty-five distinct takings have been made during 1895, whereas in 1894 there were but twelve. This is explained by the fact that many of this year's takings have been very small parcels of real estate necessary to perfect a boundary, provide an approach or make possible the construction of a roadway, which without the taking would have been less graceful in its lines and grades. These land takings of the year divide themselves into three classes, — those for the purpose of establishing new reservations, for the purpose of correction of boundaries, etc., and for the purpose of establishing parkways or boulevards. Of the first class thirteen have been made, divided as follows: six for the Charles River reservation, three upon the north side of the river and three upon the south side; five for the Revere Beach reservation, between Pontus Avenue at Beachmont and the Saugus River; one for the King's Beach reservation in Swampscott; and one for the Hemlock Gorge reservation in Newton, Needham and Wellesley. The combined area of these several takings is 301.41 acres, divided as follows :—

	Acres.
Charles River reservation,	188.78
Revere Beach reservation,	85.34
King's Beach reservation,	3.29
Hemlock Gorge reservation,	24.00

Of the second class there have been seven takings made, four in the Blue Hills reservation and three in the Middlesex Fells reservation, aggregating in all 286.41 acres, divided as follows : —

	Acres.
Blue Hills reservation,	183.41
Middlesex Fells reservation,	103.00

Of the third class, viz., that of the parkways, there have been five takings, two for the Middlesex Fells Parkway and three for the Mystic Valley Parkway, including 111.53 acres, divided as follows : —

	Acres.
Middlesex Fells Parkway,	31.44
Mystic Valley Parkway,	80.09

By these various acts of taking, the commission has now under its direct control 6,782.60 acres, divided as follows : —

Blue Hills reservation : —

	Acres.
Taken from Quincy,	2,573.56
from Milton,	1,439.25
from Canton,	109.04
from Braintree,	67.84
Total,	— 4,189.69

Middlesex Fells reservation : —

Taken from Malden,	62.32
from Medford,	493.37
from Winchester,	265.44
from Stoneham,	653.79
from Melrose,	188.19
Total,	— 1,663.11

Stony Brook reservation : —

Taken from Boston,	190.88
from Hyde Park,	267.63
Total,	— 458.51

Beaver Brook reservation : —

Taken from Waltham,	42.77
from Belmont,	15.58
Total,	— 58.35

Charles River reservation : —

	Acres.	
Taken from Boston,	91.49	
from Cambridge,	31.10	
from Watertown,	56.75	
from Newton,	9.44	
Total,	—	188.78

Revere Beach reservation : —

Taken from Revere,	85.34
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King's Beach reservation : —

Taken from Swampscott,	3.29
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Hemlock Gorge reservation : —

Taken from Newton,	4.16	
from Needham,	15.24	
from Wellesley,	4.60	
Total,	—	24.00

Middlesex Fells Parkway : —

Taken from Malden,	11.28	
from Medford,	20.16	
Total,	—	31.44

Mystic Valley Parkway : —

Taken from Medford,	37.76	
from Winchester,	40.47	
from Arlington,	1.86	
Total,	—	80.09

The lands taken as above stated were acquired under four distinct acts of the Legislature : the Charles River reservation, taken under chapter 407 of the Acts of 1893, amended by chapter 509 of the Acts of 1894 ; the Revere Beach reservation, taken under chapter 407 of the Acts of 1893, amended by chapter 483 of the Acts of 1894, and amended again by chapter 305 of the Acts of 1895 ; the King's Beach and Hemlock Gorge reservations, taken under the original act, chapter 407 of the Acts of 1893 ; and the two parkways, viz., the Middlesex Fells and Mystic Valley, taken by authority of chapter 288 of the Acts of 1894.

Four abandonments of land have been made during 1895, two in the Middlesex Fells reservation, one in the Mystic



REVERE BEACH RESERVATION

Valley Parkway and one in the Middlesex Fells Parkway. The object of these abandonments has been to release to owners lands which upon more careful study of the requirements of their taking seemed hardly to justify their retention by the State, and in each case the abandonments have been desired by the owners from whom they had been taken. These abandonments are divided as follows : —

	Acres.
Middlesex Fells reservation, to Melrose, . . .	14.96
Middlesex Fells reservation, to Stoneham, . . .	34.80
Middlesex Fells reservation, to Winchester, . . .	25.24
Mystic Valley Parkway, to Winchester, . . .	.23
Middlesex Fells Parkway, to Malden, . . .	.02
Total,	<hr/> 75.25

The executive work of the commission during the past year has been subdivided, and each class of work placed in the shape of a separate department, responsible through the secretary to the commission. These departments are claims, engineering and superintendence. In the claim department a very large amount of work has been done in adjusting the claims of persons from whom land has been taken in the various reservations. A glance at the table submitted herewith will show the number of acres in each reservation settled during the present year, and the number of acres in each reservation remaining yet to be settled. The number of individual claims adjusted during the year is two hundred, the number remaining to be adjusted is two hundred and eighty-six. It will be seen from the table referred to above that the Beaver Brook reservation is entirely paid for, that the Blue Hills reservation and the West Roxbury Parkway are very nearly so, while considerable area remains yet to be settled in the Middlesex Fells and Stony Brook reservations, as well as in the reservations taken during the current year, viz., the Charles River, Revere Beach, King's Beach and Hemlock Gorge reservations.

Eight suits have been brought against the Commonwealth during 1895 on account of taking of lands by this commission, only two of which have come to trial. In one of these cases the determination was for a less sum than the commission was willing to have offered in settlement, and in the

other case no damage was found. Two other cases have been settled before trial was reached, and four cases are now upon the docket awaiting trial. It is certainly a matter of congratulation that the commission has been able to conduct its large operations during the past two years with so small an amount of litigation.

In the case of the parkways, large gifts of land having been made, the number of claims is much less in proportion, but of these the larger portion have been satisfied, and the claims of the remainder are many of them in active process of settlement.

This work has been much more advantageously performed the past year under the charge of the assistant secretary, Mr. John Woodbury, who, being able to devote his whole time to the consideration of the difficulties involved in the land settlements, has been able to produce results which would have been impossible when their management rested in the hands of the secretary alone, to be attended to as best he could with the other duties devolving upon him.

The statement made in my report of last year is equally true at the present time, viz., that what is believed to be the full value of property is allowed to every owner coming forward with a proposition to settle his or her claim; and, as stated then, this policy of justness and fairness on the part of the commission has been the means of preventing a very large amount of litigation, with its attendant expenses and annoyance not only to the commission but to the individual holders of property which had been taken.

When the commission began its labors it established the rule of employing the services of engineers in the cities and towns in which the proposed reservations were located, to undertake the work of surveying and engineering necessary in the determination of boundaries. But it became evident after a year's trial that this system was not only more expensive but far less satisfactory in its results than that of having a department under the direct control of the commission, who should perform for it all such duties. Consequently an engineering department was organized, under the direction of Mr. William T. Pierce, which has been actively employed from its very start in the work of preparing the boundaries

of new reservations and topographical surveys, in the determination of private boundary lines within the reservations, and a very large number of similar operations to guide the executive department in the work it had to perform, and lastly, the important and more difficult work in connection with the construction of the parkways initiated by the Board. The work of this department has been very satisfactory. Information which under the preceding system was wholly impossible to obtain is now to be had by the commission or its executive officers at almost a moment's notice. Looking back over the work of the first year and a half, it would seem that it would have been wiser had this system been adopted at the outset. Much valuable information which is now not in the possession of the commission would have been saved and made available for future use.

The work in the superintendence department, which is the department having the execution of the orders of the commission so far as regards the construction of new work in and the maintenance of the reservations, under the charge of Mr. Wilfred Rackemann, has been in most respects similar to that of the preceding year. During the winter months and until the opening of the dangerous season for forest fires the energies of this department were exclusively directed to the cleaning of the forest lands in the Blue Hills, Middlesex Fells, Stony Brook and Beaver Brook reservations. So far as the two last named are concerned, work of this nature was completed. It will require, however, the present winter to complete this work in the Middlesex Fells and still another season in the Blue Hills. It will be a matter of congratulation when these great reservations are finally rid of this large amount of highly combustible material, which, so long as it exists within their limits, is a menace to their safety and beauty.

In the matter of road construction, of which a very considerable amount was performed during the year 1894, much less has been attempted during 1895. The early advent of the winter season in 1894 left incomplete several short pieces of road in the two larger reservations which of necessity were completed during the past summer. There has also been a portion of the boundary road of the Middle-

sex Fells reservation constructed, leading from Highland Avenue in Winchester north-easterly to the vicinity of the Winchester north reservoir. This work has been conducted upon the plans of the landscape architects, and is the first permanent road work which the commission has ever undertaken. This location was fixed by the existence of the boundary, and it was, therefore, considered judicious to so proceed in this work that what was done now would be in anticipation of what will be required along not only this boundary but generally along all the boundaries of the various reservations. This boundary road consists of a sidewalk six feet wide; a planting strip, to be used for the growth of trees and shrubs, nine feet wide; and a single roadway, of the width of twenty feet. While it is probable that a great many years will elapse before any public necessity will require the construction of many of these boundary roads, still, so far as they are built at the behest of public opinion, the portion above described will serve as a specimen of what they will probably be like. There are a limited number of places where the construction of these boundary roads would not only be of advantage to the Commonwealth in protecting its lands from devastation by fire originating outside its reservations, but would also prove of great value to the cities and towns from which the lands included within the reservations have been taken by increasing the value of the remaining lands, thus enabling them to reap a considerable harvest in the form of increased taxes.

Aside from the boundary roads, I would most strongly recommend proceeding with great care and deliberation in the construction of interior roads. The existing carriage roads, if they may be termed such, more properly perhaps called temporary roads, afford all reasonable access for the present. The completion of the topographical survey of the Blue Hills and Middlesex Fells reservations will enable the landscape architects of the commission to thoroughly study their natural features, and give the information necessary to carefully plan the location of the permanent driveways. This is a work which will require some little time. The use of these roads during the past summer and fall has proven how popular and how much enjoyed are these



REVERE BEACH RESERVATION

Photographed

great forest reservations. On Saturdays and Sundays and holidays they have been largely used by carriages and bicycles, as well as pedestrians. Each month of the past season has witnessed an increasing use of the limited means of access now provided. Illustrating this fact, it is well to state that upon the third Sunday in October more than twenty-one hundred people visited the summit of the Great Blue Hill, reaching it on foot by means of the very primitive bridle path which is at present its only means of access.

There is, however, a phase of this work which may very well be prosecuted, especially in the Blue Hills reservation, during the coming summer, viz., the placing of the old wood paths, or some of them at least, in a condition to be safely used by people upon foot or on horseback. This form of road improvement would create a considerable mileage of delightful paths, through which the public could easily find its way by means of guide boards indicating the distance and destination of the various paths. Almost all the summits of the Blue Hills are reached by means of these wood paths, and in most of the valleys can also be found the remains of ancient ways. From two to three hundred dollars a mile will place these in condition to be safely used in the manner above described.

In the Middlesex Fells reservation, where there exists such a wealth of beauty in the shape of ponds or reservoirs, it is to be regretted that their use as a water supply for the neighboring cities and towns precludes their use by the public for either bathing or boating. On the other hand, the Blue Hills, while containing but one considerable sheet of water, can afford in these two directions great pleasure and satisfaction to large numbers of people. In the early summer of this year, by direction of the Board, two bath houses were erected on the shores of the Hoosic Whisick Pond in the last-named reservation, one for women and one for men. The use of these has been such as to lead me to strongly recommend the extension of the further privilege of boating upon this beautiful sheet of water this coming season. A very considerable demand has arisen that this privilege shall be extended, and, as the large numbers of

people resorting to the pond for bathing purposes has rendered necessary the stationing of an officer at this point, makes it entirely feasible to arrange a system of boat-letting which would meet the public request without added burden to the commission. As an indication of the numbers using the bath houses, I would state that on several occasions more than one hundred men and boys in one day used the bath house provided for them. In order to prevent accident from drowning, a boat was kept ready for instant use by the officer in charge. I am glad to state that no necessity arose requiring its use for this purpose.

While the Charles River and Revere Beach reservations have been taken during the past year, nothing has been done in the former and comparatively nothing in the latter under the direction of this department. The Charles River lands have been secured and left untouched, except that advertising sign-boards and similar unsightly objects have been removed; and at Revere Beach the only work of this nature which has been attempted has been the cleaning up of the site of the Strathmore Hotel, which was burned in the early spring, the building of a few rude benches along its water front, and making it useful and safe during the evening by the addition of three large electric lights. A glance, however, at the illustration opposite page 20 will show to how large an extent this primitive improvement was used and appreciated.

As the Hemlock Gorge reservation was not acquired by the commission until September, its use by the public under the direction of the Board has been for so limited a period that little can be said as to the demands of the future, judging by experience. This, however, we know to have been a favorite picnic ground for large numbers of people in Newton, Wellesley and Needham. In fact, regular picnic grounds have been maintained within its limits, containing the beautiful bridge of the Boston water works, widely known as "Echo Bridge," an illustration of which appears as the frontispiece of this volume. That so charming a spot should have drawn to it large numbers of people is not to be wondered at; and when we consider that the electric cars of Newton have their terminus within three minutes' walk of

the reservation, it will readily be seen that its use in the future must steadily increase. There are, however, no difficulties at present to be seen which cannot be easily surmounted. It is not of sufficient size to render necessary or desirable the construction of carriage roads. All that seems to be required is a general cleaning of the ground of dead wood and *débris*, and suitable and efficient police surveillance.

The King's Beach reservation, along the water front of Swampscott, was taken in October, with the understanding that it be transferred, under authority of the acts of the Legislature, to the Swampscott Park Commission, who agree to care for and maintain it forever.

As I have before stated, two parkways have been acquired by considerable takings of land in Malden and Medford for the Middlesex Fells Parkway, and in Medford, Arlington and Winchester for the Mystic Valley Parkway. In August last a contract was signed and executed for the construction of the Malden section of the Middlesex Fells Parkway from Pleasant Street in Malden to the Bears' Den in the Middlesex Fells reservation. This work has been prosecuted with great vigor by the contractors, and is in an advanced condition. Every reason exists for believing that it will be open for use the coming season.

The Mystic Valley Parkway extends from High Street in Medford and Arlington to Walnut Street in the heart of Winchester. To establish this parkway, the town of Winchester and the city of Boston both co-operated with this commission, the former by taking considerable area of land in Winchester outside of that taken by this Board, for the purpose of further beautifying the appearance of the village, and the city of Boston, in order to protect its Mystic water supply, taking an area also in Winchester. Supplementing the action of these two municipalities, several public-spirited citizens contributed larger or smaller areas of land. I take much pleasure in calling your attention to the names of donors (see page 35) not only in this parkway but also in the various reservations throughout the district. It is expected that a contract will soon be made for the construction of this parkway.

In the original act establishing this Board it was provided

that once in every five years a special commission should be appointed by the Supreme Court of the Commonwealth, to determine the amount which each city and town within the metropolitan parks district should annually pay into the treasury of the Commonwealth to provide for the interest, sinking fund and expenses of this commission. These appointees are required by the statute to be residents of some city or town within the Commonwealth outside of those comprising the metropolitan district.

In accordance with these requirements, the supreme court appointed Mr. George F. Richardson of Lowell, Judge H. P. Harriman of Wellfleet and Hon. Charles W. Clifford of New Bedford as the commission to apportion these expenses for the first five years. Their report, which has been made and accepted as final by the court, I append herewith as an appendix to this report, showing, in addition to what the apportionment commission reported, the exact amount in dollars and cents which each town is called upon to pay. I would especially invite attention to this table, as much misapprehension has existed as to the amounts which would be assessed upon the various cities and towns.

Respectfully submitted,

H. S. CARRUTH,

Secretary.



BLUE HILLS RESERVATION

Devils path to Pine Hill

Photograph

FINANCIAL STATEMENT.

DEC. 22, 1894, TO DEC. 1, 1895.

Metropolitan parks loan, \$2,000,000 00

Expenditures.

Blue Hills reservation : —

Land,	\$87,381 55
Labor,	37,649 74
Legal expenses,	3,430 73
Landscape architects, fees,	750 00
Landscape architects, expenses,	158 37
Topographical survey,	10,041 34
Tools, material, etc.,	613 17
Engineering,	344 52
Bath houses,	328 46
Fencing,	228 61
Miscellaneous,	1,335 30
Total,	\$142,261 79

Middlesex Fells reservation : —

Land,	\$166,950 73
Labor,	31,522 10
Legal expenses,	6,850 99
Landscape architects, fees,	750 00
Landscape architects, expenses,	106 91
Topographical survey,	6,971 56
Tools, material, etc.,	664 23
Engineering,	2,013 55
Expenses of land et- tlements,	1,510 35
Fencing,	32 29
Miscellaneous,	591 07
Total,	217,963 78

<i>Amounts carried forward,</i>	\$360,225 57	\$2,000,000 00
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Amounts brought forward, . . . \$360,225 57 \$2,000,000 00

Beaver Brook reservation:—

Land,	\$15,725 83	
Labor,	1,336 50	
Improvement, . . .	843 95	
Legal expenses, . .	500 15	
Landscape architects, fees,	150 00	
Landscape architects, expenses,	30 76	
Tools, material, etc., .	27 00	
Engineering, . . .	119 79	
Miscellaneous, . . .	109 51	
Total,	<hr/>	18,843 49

Stony Brook reservation:—

Land,	\$64,244 00	
Labor,	11,317 87	
Improvement, . . .	1,247 00	
Legal expenses, . . .	1,631 64	
Landscape architects, fees,	550 00	
Landscape architects, expenses,	21 85	
Tools, material, etc., .	254 36	
Engineering, . . .	1,291 95	
Expenses of land set- tlements,	445 63	
Miscellaneous, . . .	367 84	
Total,	<hr/>	81,372 14

Revere Beach reservation:—

Land,	\$53,886 08	
Legal expenses, . . .	1,660 10	
Landscape architects, fees,	400 00	
Landscape architects, expenses,	59 42	
Engineering, . . .	785 68	
Expenses of land set- tlements,	2,146 33	
Boston, Revere Beach & Lynn Railroad, for surveys, etc., . .	1,202 42	
Grading site of Strath- more Hotel, . . .	951 36	
<i>Am'ts carried forward,</i>	<hr/>	<hr/>
	\$61,091 39	\$460,441 20 \$2,000,000 00

<i>Am'ts brought forward,</i>	\$61,091 39	\$460,441 20	\$2,000,000 00
Experts, . . .	580 00		
Miscellaneous, . .	306 36		
Total, . . .	—————	61,977 75	

West Roxbury Parkway : —

Land,	\$193,144 19		
Legal expenses, . .	3,534 97		
Expenses of land set- tlements, . . .	3,706 35		
Miscellaneous, . .	10 40		
Total, . . .	—————	200,395 91	

Hemlock Gorge reservation : —

Land,	\$11,000 00		
Labor,	151 25		
Legal expenses, . .	282 65		
Landscape architects, expenses, . . .	1 50		
Engineering, . .	225 53		
Miscellaneous, . .	51 85		
Total, . . .	—————	11,712 78	

General expenses : —

Legal expenses, . .	\$11,805 85		
Landscape architects, expenses, . . .	804 82		
Engineering, . .	2,253 72		
Compensation and ex- penses of apportion- ment commission, .	2,230 25		
Map of district, . .	598 60		
Expense of annual re- port, illustrations and maps, . . .	1,037 62		
Miscellaneous, . .	400 34		
Total, . . .	—————	19,131 20	

\$753,658 84

Amount expended to Dec. 22, 1894, . . 434,150 51

Total amount expended to Dec. 1, 1895, ————— 1,187,809 35

Balance of metropolitan parks loan, \$812,190 65

Metropolitan parks loan, Series 2, \$500,000 00

Middlesex Fells Parkway: —

Land,	\$38,968 80	
Labor,	18 00	
Construction,	10,426 49	
Legal expenses,	1,750 32	
Landscape architects, fees,	916 67	
Engineering,	1,960 02	
Expense of land set- tlements,	777 01	
Miscellaneous,	375 98	
Total,	<u> </u>	\$55,193 29

Mystic Valley Parkway: —

Land,	\$50,573 90	
Legal expenses,	806 20	
Landscape architects, fees,	466 66	
Landscape architects, expenses,	108 19	
Engineering,	1,239 67	
Engineering outside of department,	1,098 88	
Miscellaneous,	319 68	
Total,	<u> </u>	54,613 18

Blue Hills Parkway: —

Legal expenses,	\$108 17	
Landscape architects, fees,	916 67	
Engineering,	385 30	
Engineering outside of department,	970 95	
Experts,	141 67	
Miscellaneous,	23 39	
Total,	<u> </u>	2,546 15

Middlesex Fells boundary: —

Labor,	\$2,186 68	
Steam drill,	1,028 76	
Total,	<u> </u>	3,215 44

General expenses: —

Legal expenses,	\$136 97		
Landscape architects, expenses,	252 31		
<i>Am'ts carried forward,</i>	<u>\$389 28</u>	<u>\$115,568 06</u>	<u>\$500,000 00</u>



Unobscured.

BLUE HILLS RESERVATION

Harvard Hill from Mungo's Valley

© 1911, E. H. Mungo & Son

<i>An'ts brought forward,</i>	\$389 28	\$115,568 06	\$500,000 00
Engineering, . . .	2,157 57		
Engineering outside of department, . . .	1,987 12		
Annual report, . . .	516 13		
Compensation of ap- portionment com- mission, . . .	1,021 50		
District map, . . .	155 07		
Miscellaneous, . . .	475 41		
Total, . . .	—————	6,702 08	
		\$122,270 14	
Amount expended to Dec. 22, 1894, .		24,567 96	
Total amount expended to Dec. 1, 1895,		—————	146,838 10
Balance of metropolitan parks loan, Series 2, .			\$353,161 90
Metropolitan parks loan (Charles River), . . .			\$300,000 00
Charles River reservation:—			
Legal expenses, . . .	\$994 15		
Landscape architects, fees, . . .	1,100 00		
Landscape architects, expenses, . . .	39 17		
Engineering, . . .	687 89		
Experts, . . .	2,325 00		
Signs, . . .	55 50		
Miscellaneous, . . .	262 61		
Total, . . .	—————	\$5,464 32	
Amount expended to Dec. 22, 1894, .		1,377 74	
Total amount expended to Dec. 1, 1895,		—————	6,842 06
Balance of metropolitan parks loan (Charles River), . . .			\$293,157 94
Appropriation, care and maintenance, . . .			\$38,943 06

Expenditures.

Salaries, . . .	\$6,677 89	
Police pay roll, . . .	11,050 54	
Travelling expenses, . . .	1,100 89	
Law expenses, . . .	302 85	
Maps and plans, . . .	831 61	
Rent, . . .	1,483 36	
Stationery, . . .	910 43	
<i>Amounts carried forward, . . .</i>	\$22,357 57	\$38,943 06

<i>Amounts brought forward,</i>	\$22,357 57	\$38,943 06
Repairs,	2,320 66	
Telephones,	413 50	
Keep of horses,	1,410 85	
Engineering expenses,	174 66	
Repairs of roads,	1,580 70	
Tools,	701 76	
Office fittings,	428 33	
Tool boxes,	302 00	
Signs,	263 04	
Drain pipe, lumber, etc.,	142 57	
Police boxes,	100 00	
Sleighs,	75 40	
Paints,	45 99	
Bicycle,	51 25	
Care of grounds, Revere Beach,	90 00	
Electric light, Revere Beach,	100 00	
Advertising rules,	65 09	
Miscellaneous,	1,841 85	
Total,		32,465 22
Balance of appropriation for care and main- tenance,		\$6,477 84

Blue Hills Reservation.

Total number of claims,	189
Number of claims adjusted,	177
Number of claims remaining to be adjusted,	12
Total area of the reservation (acres),	4,189
Number of acres adjusted,	4,088
Number of acres remaining to be adjusted,	101

Middlesex Fells Reservation.

Total number of claims,	112
Number of claims adjusted,	71
Number of claims remaining to be adjusted,	41
Total area of the reservation (acres),	1,663
Number of acres adjusted,	801
Number of acres remaining to be adjusted,	862

Stony Brook Reservation.

Total number of claims,	60
Number of claims adjusted,	19
Number of claims to be adjusted,	41
Total area of the reservation (acres),	458
Number of acres adjusted,	31
Number of acres remaining to be adjusted,	427

West Roxbury Parkway.

Total number of claims,	66
Number of claims adjusted,	58
Number of claims remaining to be adjusted,	8
Total area of the parkway (acres),	156
Number of acres adjusted,	154
Number of acres remaining to be adjusted,	2

Revere Beach Reservation.

Total number of claims,	95
Number of claims adjusted,	31
Number of claims remaining to be adjusted,	64
Total area of the reservation (acres),	85
Number of acres adjusted,	6
Number of acres remaining to be adjusted,	77

Charles River Reservation.

Total number of claims,	60
Number of claims adjusted,	2
Number of claims remaining to be adjusted,	58
Total area of the reservation (acres),	189
Number of acres adjusted,	10
Number of acres remaining to be adjusted,	179

Hemlock Gorge Reservation.

Total number of claims,	14
Number of claims adjusted,	2
Number of claims remaining to be adjusted,	12
Total area of the reservation (acres),	24
Number of acres adjusted,	8
Number of acres remaining to be adjusted,	16

Beaver Brook Reservation.

Total number of claims,	7
Number of claims adjusted,	7
Number of claims remaining to be adjusted,	—
Total area of the reservation (acres),	58.5
Number of acres adjusted,	58.5
Number of acres remaining to be adjusted,	—

Middlesex Fells Parkway.

Total number of claims,	58
Number of claims adjusted,	16
Number of claims remaining to be adjusted,	42

Mystic Valley Parkway.

Total number of claims,	13
Number of claims adjusted,	5
Number of claims remaining to be adjusted,	8

Amounts which Each City and Town in the Metropolitan District must annually pay into the State Treasury on Account of the Sinking Fund for the Payment of the Metropolitan Parks Loan of \$2,300,000.

Total annual requirement, \$30,753 99

	Per Cent. of \$30,753.99.	
Boston, . . . . .	.50000000	\$15,377 00
Cambridge, . . . . .	.06831659	2,101 01
Chelsea, . . . . .	.02752472	846 49
Everett, . . . . .	.01739138	534 85
Lynn, . . . . .	.04727503	1,453 90
Malden, . . . . .	.02873053	883 58
Medford, . . . . .	.01235497	379 96
Newton, . . . . .	.02353063	723 66
Quincy, . . . . .	.01358944	417 93
Somerville, . . . . .	.04670557	1,436 38
Waltham, . . . . .	.01463205	449 99
Woburn, . . . . .	.01071622	329 57
Arlington, . . . . .	.00631849	194 32
Belmont, . . . . .	.00417344	128 35
Braintree, . . . . .	.00408476	125 62
Brookline, . . . . .	.03773741	1,160 58
Canton, . . . . .	.00550393	169 27
Dedham, . . . . .	.00921888	283 52
Dover, . . . . .	.00043977	13 52
Hingham, . . . . .	.00235310	72 37
Hull, . . . . .	.00090814	27 93
Hyde Park, . . . . .	.01574547	484 24
Melrose, . . . . .	.01302584	400 60
Milton, . . . . .	.01665028	512 06
Nahant, . . . . .	.00403361	124 05
Needham, . . . . .	.00150420	46 26
Revere, . . . . .	.01310286	402 97
Saugus, . . . . .	.00401696	123 54
Stoneham, . . . . .	.00510434	156 98
Swampscott, . . . . .	.00647503	199 13
Wakefield, . . . . .	.00526433	161 90
Watertown, . . . . .	.00947276	291 32
Wellesley, . . . . .	.00262757	80 81
Weston, . . . . .	.00133269	40 98
Weymouth, . . . . .	.00674087	207 31
Winchester, . . . . .	.00650233	199 97
Winthrop, . . . . .	.00689581	212 07

\$30,753 99



Photograph.

BLUE HILLS RESERVATION

Summit of Great Blue Hill.

John Andrew West.

Amounts which Each City and Town in the Metropolitan District must annually pay into the State Treasury on Account of the Sinking Fund for the Payment of the Metropolitan Parks Loan Series 2 of \$500,000 (known as the Boulevard Loan). One-half (\$250,000) of This Loan is assumed by the Commonwealth.

Total annual requirement, \$3,342 82

	Per Cent. of \$3,342 82.	
Boston, . . . . .	.40090844	\$1,340 16
Cambridge, . . . . .	.04652089	155 51
Chelsea, . . . . .	.01634719	54 65
Everett, . . . . .	.02720353	90 94
Lynn, . . . . .	.03373451	112 77
Malden, . . . . .	.07307157	244 26
Medford, . . . . .	.08090101	270 44
Newton, . . . . .	.02100782	70 23
Quincy, . . . . .	.01060804	35 46
Somerville, . . . . .	.11101999	371 12
Waltham, . . . . .	.01187175	39 69
Woburn, . . . . .	.02330687	77 91
Arlington, . . . . .	.01820872	60 87
Belmont, . . . . .	.00931859	31 15
Braintree, . . . . .	.00298878	9 99
Brookline, . . . . .	.01988327	66 47
Canton, . . . . .	.00283793	9 48
Dedham, . . . . .	.00440637	14 73
Dover, . . . . .	.00053047	1 77
Hingham, . . . . .	.00290661	9 72
Hull, . . . . .	.00104359	3 49
Hyde Park, . . . . .	.00604849	20 22
Melrose, . . . . .	.00571827	19 12
Milton, . . . . .	.00667015	22 30
Nahant, . . . . .	.00182568	6 10
Needham, . . . . .	.00186993	6 25
Revere, . . . . .	.00381745	12 76
Saugus, . . . . .	.00213707	7 14
Stoneham, . . . . .	.00336154	11 24
Swampscott, . . . . .	.00267574	8 94
Wakefield, . . . . .	.00413976	13 84
Watertown, . . . . .	.00478335	15 99
Wellesley, . . . . .	.00309421	10 34
Weston, . . . . .	.00155299	5 19
Weymouth, . . . . .	.00587843	19 65
Winchester, . . . . .	.02565773	85 77
Winthrop, . . . . .	.00214327	7 16

\$3,342 82

Amounts which Each City and Town in the Metropolitan District must annually pay into the State Treasury on Account of the Interest on the Metropolitan Parks Loan of \$2,300,000.

Total annual requirement, \$80,500 00

Boston, . . .	\$40,250 00	Hull, . . .	\$73 10
Cambridge, . .	5,499 49	Hyde Park, . .	1,267 51
Chelsea, . . .	2,215 74	Melrose, . . .	1,048 58
Everett, . . .	1,400 01	Milton, . . .	1,340 35
Lynn,	3,805 64	Nahant, . . .	324 70
Malden, . . .	2,312 81	Needham, . . .	121 09
Medford, . . .	994 58	Revere, . . .	1,054 78
Newton, . . .	1,894 22	Saugus, . . .	323 36
Quincy, . . .	1,093 95	Stoneham, . . .	410 90
Somerville, . .	3,759 80	Swampscott, . .	521 24
Waltham, . . .	1,177 88	Wakefield, . .	423 78
Woburn, . . .	862 66	Watertown, . .	762 56
Arlington, . .	508 64	Wellesley, . .	211 52
Belmont, . . .	335 96	Weston, . . .	107 28
Braintree, . .	328 82	Weymouth, . .	542 64
Brookline, . .	3,037 86	Winchester, . .	523 43
Canton, . . .	443 07	Winthrop, . . .	555 11
Dedham, . . .	742 12		
Dover,	35 40		\$80,500 00
Hingham, . . .	189 42		

Amounts which Each City and Town in the Metropolitan District must annually pay into the State Treasury on Account of the Interest on the Metropolitan Parks Loan Series 2 of \$500,000 (known as the Boulevard Loan). One-half (\$250,000) of This Loan is assumed by the Commonwealth.

Total annual requirement, \$8,750 00

Boston, . . .	\$3,507 95	Newton, . . .	\$183 82
Cambridge, . .	407 06	Quincy, . . .	92 82
Chelsea, . . .	143 04	Somerville, . .	971 42
Everett, . . .	238 03	Waltham, . . .	103 88
Lynn,	295 18	Woburn, . . .	203 94
Malden, . . .	639 38	Arlington, . .	159 33
Medford, . . .	707 88	Belmont, . . .	81 54

*Amounts which Each City and Town in the Metropolitan District
must annually pay, etc. — Concluded.*

Braintree, . . .	\$26 15	Saugus, . . .	\$18 70
Brookline, . . .	173 98	Stoneham, . . .	29 41
Canton, . . .	24 83	Swampscott, . . .	23 41
Dedham, . . .	38 56	Wakefield, . . .	36 22
Dover, . . .	4 64	Watertown, . . .	41 85
Hingham, . . .	25 43	Wellesley, . . .	27 07
Hull, . . .	9 13	Weston, . . .	13 59
Hyde Park, . . .	52 93	Weymouth, . . .	51 44
Melrose, . . .	50 04	Winchester, . . .	224 51
Milton, . . .	58 36	Winthrop, . . .	18 75
Nahant, . . .	15 97		
Needham, . . .	16 36		
Revere, . . .	33 40		
			<hr/>
			\$8,750 00

*List of Persons contributing Land or Money toward the Establish-
ment of the Metropolitan Reservations.*

MR. AUGUSTUS HEMENWAY,
HON. HENRY L. PIERCE,
MRS. ELISHA ATKINS,

MR. EDWIN F. ATKINS,
MR. WALTER C. WRIGHT,
MR. EDWIN GINN.

LANDSCAPE ARCHITECTS' REPORT.

TO W. B. DE LAS CASAS, Esq.,

Nov. 30, 1895.

Chairman of the Metropolitan Park Commission.

SIR: — We have the honor to submit the following report, covering the first eleven months of the year 1895, together with some suggestions and recommendations as to several of the more important problems which call for attention.

After summarily reviewing the peculiar geography of the metropolitan district of Boston, the report of the landscape architect to the inquiring commission of 1892-93 made this deduction: "The foregoing studies have led to the conclusion that those long or continuous open spaces, which will most benefit the whole population of the metropolitan district, are situated on the rock-hills, along the stream banks and on the sea and bay shores."

The public reservations since created by the Metropolitan Park Commission belong to one or the other of these three classes, and it will accordingly be well to take them up for review in the natural order just mentioned: (1) the rock-hill or forest reservations, (2) the brook and river reservations, and (3) the bay and sea-shore reservations. Under each head it may also be well to make note, first, of the boundaries, with the changes made therein, if any; and, second, of such progress as in each case has been made towards a comprehensive plan of development for public use and enjoyment.

A. THE ROCK-HILL OR FOREST RESERVATIONS.

The reservations of this class acquired and opened by the commission are, strictly speaking, only two, — the Blue Hills and the Middlesex Fells; nevertheless, the Stony Brook Reservation will here be included in the same class, because of its similar rocky and wooded character.

The boundaries of the Blue Hills Reservation, originally studied with care, as described in previous reports, have recently been amended as follows: (1) by the addition of a short strip of land, forty feet wide, permitting the future boundary road to pass without injuring a row of fine trees formerly belonging to the Floyd estate, Milton; (2) by the extension of the border lines in a narrow, winding tongue from Crossman's Pines to Harland Street, Milton, in order to give access to the reservation from said street for the present, and from the proposed Blue Hills Parkway in the future; (3) by the addition of a small triangle, permitting the boundary road to connect easily with Forest Street, Milton; (4) by the addition of a sliver of land, permitting the boundary road to run more smoothly into Randolph Avenue, Milton; (5) by the extension of the lines from Cedar Rock and Little Dome to Randolph Avenue, in a manner which embraces between the future boundary roads the charming valley of Pine-tree Brook, while also providing a convenient entrance from the direction of Milton and Dorchester; (6) by the addition of a small triangle, which will permit an entrance to be made directly opposite the end of West Street on Willard Street, Quincy; (7) by the addition of a small sliver of land between the Quincy-Braintree boundary line and Purgatory Road, in order to permit an important proposed driveway of the reservation to find an outlet on the last-named road in the future; (8) by the addition of a large triangle, mostly swamp land, lying between the Quincy-Braintree line and West Street, Braintree, thus affording on the eastern or Braintree side of the cedar swamp an entrance to the reservation to persons coming from Braintree.

The reservation is now bounded on the south by Monati-quot Stream and a short stretch of Hillside Street, Milton; and on the northern or cityward side by lines which, save at Hillside Dell, the Quincy Quarry Ridge and between Randolph Avenue and Forest Street, are generally practicable for roads. It is obviously desirable that a road boundary be secured between Forest Street and Randolph Avenue, so that the divided ends of the boundary roads already arranged for may be connected.

Middlesex Fells Reservation has had its original boundary lines similarly amended by the following changes: (1) The addition of a strip of land in Medford, extending from Forest Street to the Winchester-Medford line, and so shaped as to permit the eventual construction of a boundary road in direct continuation of the western branch of the Fells Parkway. The boundary thus secured is the best which can be had within the limiting line across Medford so peculiarly prescribed by the General Court, and is a great improvement upon the straight, and, so far as a road was concerned, the impracticable, line which it supplants. (2) The abandonment to the former owners of an irregular tract of land in Winchester, much of it lying on the western slope of Grinding Rock Hill. The new line has been devised so as to be practicable for a boundary road, but in so far as it releases to private possession some of the water-shed and some of the framing landscape of the Middle Reservoir, it is open to serious objection. (3) The abandonment to the former owners of an irregular tract of land lying in Melrose and Stoneham, east of Washington Street and a line drawn from the "red mills" to Emerson Street. There is thus surrendered to private ownership a considerable body of nearly level land, already divided into three parts by two highways (Ravine Road and Wyoming Avenue), while the reservation properly retains within its limits the important high plateau and the slopes thereof. (4) The abandonment to the former owners of a small parcel of land in the rear of houses on Loanda Street, Melrose. (5) The addition of two small triangles comprising rocky outcrops which will permanently ornament the entrance to the south boundary road from Summer Street, Malden.

The Fells Reservation consists essentially of a broad plateau thrust southward from Stoneham between the valleys of the Abbajona and Malden rivers. At the time of the taking by the Metropolitan Commission these valleys were rapidly filling with buildings, but it so happened that only two modern suburban houses had as yet been built upon the brink or sloping edge of the plateau where the finest distant views are naturally obtained. Several gentlemen had dreamed of building upon the edge of the table-land in



Endogonatus

BLUE HILLS RESERVATION

Pine-killed trees and sprout growth

April 1911

different places, and for these interrupted dreams they now ask to be pecuniarily compensated. However reasonable or extravagant their claims may be, it is to be hoped that further surrender of the brink to buildings may be averted, not only because of the importance of free access to the view-commanding edge of the plateau, but also because buildings in this position will necessarily be conspicuous from the interior of the reservation, where it is important to secure the appearance of indefinite extent.

At Stony Brook Reservation the original or preliminary boundary lines remain unchanged.

With respect to the preparation of general plans for making the scenery of these reservations agreeably accessible, and for restoring and enhancing the beauty of their much-injured woods, comparatively little progress has been made during the past year. The delay has been partly due to the pressure of other work demanded of us by the commission; but the weightier of the problems involved have been postponed intentionally. Various reasons for thus postponing consideration of these questions were detailed in our last annual report (pages 34–37, Pub. Doc. No. 48, 1895). The evolution of plans for the fitting treatment of the woods, as the mutable element in the scenery, must go hand in hand with the devising of the permanent roads and foot-ways which shall make the scenery accessible while injuring it least and showing it best. To lay wise plans for these delicate and important works will require considerable time, even after the topographical maps ordered near the end of last year are received.

Meanwhile, under the careful guardianship of the Commission, the existing woods have been successfully defended against fires; while large, inflammable areas of previously burnt and killed trees have been cleared away. In addition to these important conserving works, the Commission has directed the opening of a carriage road through the length of Blue Hills Reservation, and several similar roads in the Fells. This road building has been done under the direction of the general and local superintendents of the reservations, with merely occasional suggestions from our office as to the

choice of the wood paths to be followed. The resulting roads are doubtless enjoyed by the driving public, but they possess bad grades and bad lines, and they certainly do not exhibit the scenery of the reservations as advantageously as it ought to be and may be exhibited. In view of these facts, and of the hitherto unavoidable uncertainty as to what parts of the wood roads may desirably become sections of the comprehensive scheme of permanent roads, we have consistently recommended the avoidance of all expensive construction. Until complete general plans can be prepared from data furnished by the topographical surveys, it seems advisable that the building of stone-filled and finely gravelled carriage roads should be avoided, and that such moneys as are available should be devoted to clearing a greater number of by-paths and bridle roads, and marking them systematically by guide boards.

Similar and additional reasons obliged us, during the past summer, to advise the barring out of carriages from all the too narrow and rough by-paths of the reservations, including the path which leads to the summit of the much-frequented Great Blue Hill. This path possesses neither lines nor grades such as might fit it to become the permanent road to the hill top. No money should, therefore, be thrown away in either widening or "stoning" it for carriage travel. It may properly be made a smooth foot path, and this has been done; but carriages should be excluded, because of its narrowness, crookedness and steepness, as well as because of the danger and inconvenience to which foot passengers would be subjected by them.

In view of the unfortunately prolonged postponement of the making of general plans in accordance with which work may go on with surety, it is pleasant to report that the topographical surveyors, Messrs. French, Bryant & Taylor, have just at this writing completed their work, so that photolithographs of the maps of the Blue Hills and Fells Reservations may soon be obtained. The scale of the original sheets of these maps is one hundred feet to an inch, and the contour interval five feet. The positions on the ground of the corners of the several sheets of the maps are marked by stone monuments or iron bolts, as are also the positions of



BLUE HILLS RESERVATION

Wetzel Brook

the primary triangulation points and the bench marks of the surveys. The corresponding topographical survey of Stony Brook Reservation is now progressing under the direction of the engineer to the Commission, Mr. W. T. Pierce, whose appointment early in this year was noted at our office with particular satisfaction, which will be understood when it is remembered that all surveying up to that date had been distributed among several engineers whose offices were in different places.

B. THE LAKE, BROOK AND RIVER RESERVATIONS.

The public domains of this class opened and controlled by the Commission are five in number; namely, Stony Brook (already mentioned under Class A), Beaver Brook, Hemlock Gorge, Mystic River and Charles River reservations.

At Beaver Brook Reservation (for map see report of last year) the boundaries originally secured will protect reasonably well the delightful scenery of the place, although the lines are not generally such as will ever be suitable for streets. A part of the eastern boundary is formed by the existing highway called Mill Street, and we have made several plans and had several conferences with the engineer to the Middlesex County Commissioners with reference to securing a demanded widening of the "travelled way" without injury to the trees which line the eastern edge of the reservation. It seems important that binding agreements concerning widenings and maintenance should be entered into with all local or county authorities controlling such existing streets as border the reservations, or else that the control of such streets should be lodged in the Metropolitan Commission itself, just as the control of new boundary roads hereafter to be built on the now roadless edges of the reservations will be.

The boundaries of the new Hemlock Gorge Reservation (see accompanying map) have been contrived so as to preserve the peculiarly interesting scenery of Charles River at this point, so far as this can be accomplished without unreasonable expenditure. The existing Boylston Street (or Worcester turnpike) forms the northern boundary, and

Ellis Street the eastern boundary, save that the estates of a church and of the Newton Mills have been omitted from the "taking." Central Avenue bridge makes the southern end of the public river bank, while the western border of the reservation is fixed upon a new street to be eventually opened on a long curve extending from Central Avenue to Reservoir Street. It will be observed that the banks of the storage reservoir adjacent to Worcester Street have been included in the reservation in addition to the Hemlock Gorge. This pond or "back-water" will doubtless make a useful boating and skating place. A topographical survey of this beautiful reservation is yet to be obtained.

Early in 1895 the Commission determined to acquire a continuous strip of ground in Medford and Winchester (see accompanying map), forming a part of the possible Mystic River reservation, which had been suggested in the report addressed by Mr. Eliot to the inquiring commission of 1892-93. At the time when this partial project (called the Mystic Valley Parkway) was under discussion, we felt obliged to point out that the proposed public strip began and ended illogically; that, instead of leading to the Fells, it paralleled that reservation; and that, if it were to be regarded as an independent reservation, it was badly bounded, in that none of the western shore of the Mystic ponds was included.

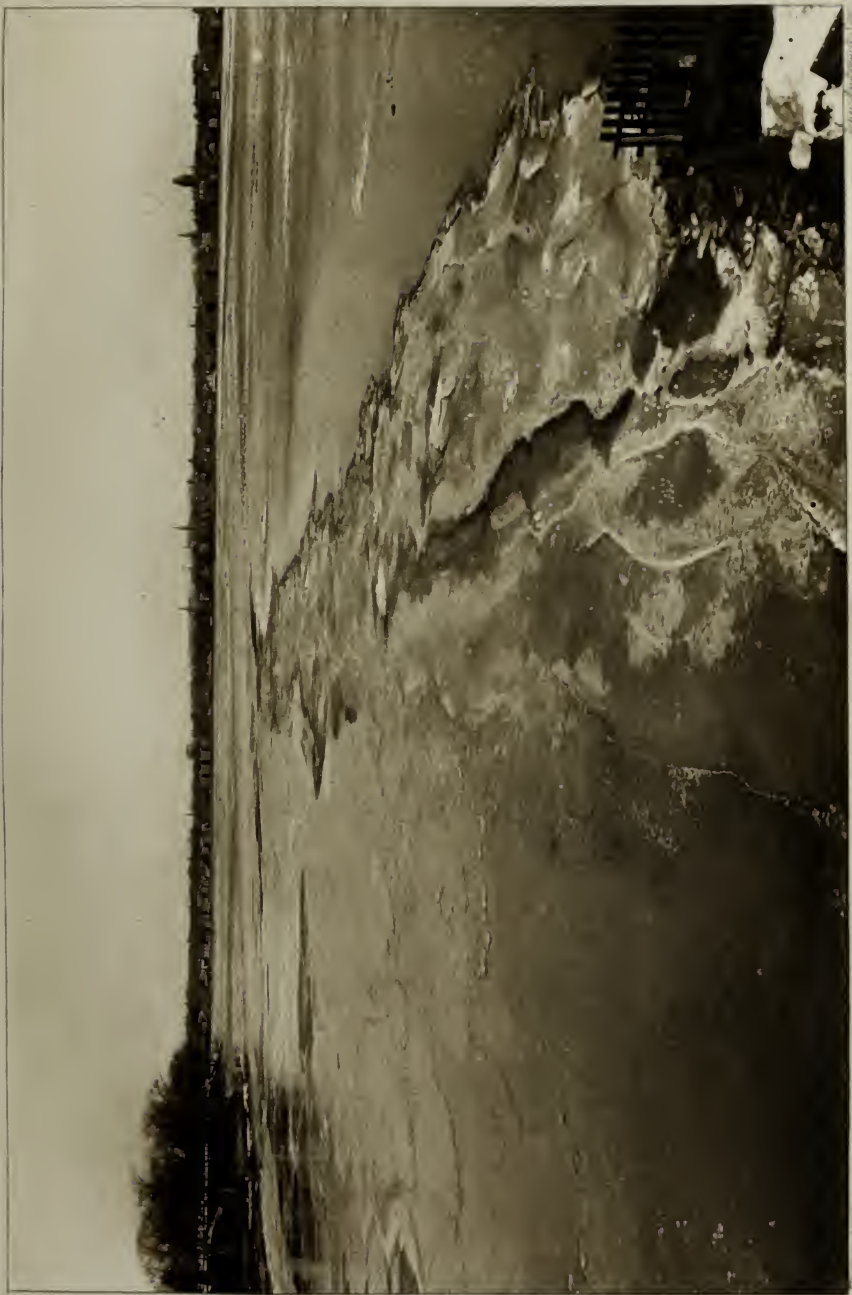
Within the limits laid down, we have, however, done what we could to secure rational boundaries. From Main Street, Winchester, southward to the Upper Mystic Pond, both banks of the little Abbajona River will hereafter be preserved from building operations. Along the eastern shore of the Upper Pond all the land which lies between the pond and the Lowell Railroad has been acquired, and along the Lower Pond all which lies between the water and the top of the adjacent and almost continuous bluff. In addition to these studies for boundaries, complete designs for a continuous pleasure driveway extending the whole length of the reservation have been prepared and handed to the engineering department, where they have served as guides in the preparation of working plans and profiles. Several conferences have been had with the engineer of the Middle-



Photomicrosc

CHARLES RIVER RESERVATION

The Longfellow Marshes - Winter 1888



CHARLES RIVER RESERVATION.

The Longfellow Marshes - Flooded by the tide

Photomontage

sex County Commissioners respecting a widening of Bacon Street, Winchester, intended to accommodate the pleasure driving which must use that street to cross the Lowell Railroad and the Abbajona River. Other conferences have been held with representatives of the Brooks estates, concerning the connection of proposed new streets with the public pleasure drive. It seems desirable that this precedent should be followed hereafter in all cases, and no street be permitted to obtain entrance to the boundary roads of the reservations unless the plans thereof are first approved as to both lines and grades.

When the Legislature commanded the creation of a Charles River Reservation, it became our duty to review once more the peculiar conditions presented by this central stream of the metropolitan district, as well as to point out those parts of the river bank which might be deemed to be of first importance to the public. The Park Commission of Cambridge was found to be already in possession of the north bank of the river from West Boston bridge to the Cambridge Hospital. The Park Commission of Boston we knew to be still intending to ultimately control an embankment from West Boston bridge to Cottage Farm. Immediately above Cottage Farm the south bank was found to be owned by the Boston & Albany Railroad and the Brookline Gas Light Company. Harvard University proved to be the owner of a long stretch just above North Harvard Street, while above Western Avenue the Abattoir possessed the bank. On the north side the Cambridge Hospital, the Cambridge Cemetery and the United States Arsenal were similarly found to own considerable river frontages. Accordingly plans were prepared (see accompanying map) for acquiring all frontages lying between the above-named tracts, as well as between the Abattoir and Maple Street, Newton, and between the Arsenal and the public landing in Watertown; and in submitting these plans to the Commission it was recommended that the designated tracts be acquired in sequence, beginning with the tract next above the Brookline gas works and continuing up stream, along both banks, as far as the appropriation might allow.

The inland boundary of the lands which have since been "taken" is generally intended, as in the other reservations, to ultimately become the sidewalk line of a boundary street. Of the varying space between the north and south boundary roads, about half is salt water and flats and the other half salt marsh; the former being easily convertible into fresh water of a permanent level, and the latter into fresh green meadow, by the building of a dam which shall exclude the tides. That it is clearly desirable to shut out the high tides is shown by the contrasting pictures printed opposite page 42. That it is even more advisable to hold the river water at a fairly constant elevation is shown by another pair of pictures printed opposite. The marshy plains can be saved from flooding, the marshy river banks can be made usable and beautiful, the water area can be made navigable for boats and safe for skating, while its surface can be kept at or near one level, by the building of a dam, as was recommended to the General Court by the State Board of Health and the Metropolitan Park Commission in 1894.

C. THE BAY AND SEA-SHORE RESERVATIONS.

The public sea-shore already acquired through the agency of the Commission consists of the so-called Revere Beach.

For the "taking" of King's Beach, Swampscott, we were asked to suggest boundaries, and the resulting map is published herewith; but we understand that this reservation is hereafter to be controlled and managed by the local Park Commission of the town of Swampscott.

The problem of the inland boundary line of Revere Beach Reservation (see accompanying map) required much study and many preliminary trials before it was satisfactorily solved. The natural curve of the beach is very fine, and it was our desire that the row of buildings which must eventually face the public beach throughout its whole length should be compelled to conform with exactness to this long and grand sweep. It was found, however, that the private lot lines on the beach conformed, for the most part, to the lines of the "location" of the Revere Beach Railroad; and that these lines, instead of paralleling the natural lines of the beach, proceeded eastward by a succession of alternat-



CHARLES RIVER RESERVATION.

The River at Lemon Brook - Water at outlet.



Photographed

Jan. 1910

CHARLES RIVER RESERVATION.

The River at Lemon Grove - the tide having partly ebbed.

ing straight lines and curves. It was not advisable to leave any sliver of the railroad location, or of any public or semi-public streets or passageways, outside or west of the reservation; neither was it advisable to place the boundary line so near the water that the cost of future works of construction would be greater than the present cost of more land. On the other hand, to push the boundary line far into the private lands west of the railroad seemed likely to prove expensive. The boundary finally fixed upon is, therefore, a compromise line, which we believe will preserve the desirable natural curve, while saving future outlays for construction, so far as is possible without involving too great immediate expense. For the slivers here and there taken from private lands west of the railroad ample compensation is offered by the total removal of the railroad and of all the view-blockading buildings between the railroad and the sea.

The plan printed herewith shows the boundary of the acquired reservation. The circle at the southern end of the beach is intended to form the common terminus of the present highways which lead from Winthrop and from East Boston, and of the prospective highway which, it must be hoped, may some day bring thousands to the beach from the direction of Chelsea, Everett, Somerville and Malden. The shore of Saugus River is included in the reservation up to the point which a bridge from Lynn may be expected to reach before many years. No detailed plan for the development of the reservation has as yet been prepared, but undoubtedly it may be expected to include an ample sidewalk adjacent to the abutting private land and a suitably wide accompanying driveway.

In addition to the Revere Beach studies, plans have been prepared for a possible extension of the sea-shore reservation along the coast of Revere and Winthrop to Great Head, where a view of Boston harbor, as well as of the ocean, is obtained. These plans, however, were ordered by the Commission in response to the request of the local Winthrop Park Commission, and solely for the purpose of enabling the two boards to jointly consider the advisability and the probable expense of the proposed extension.

D. METROPOLITAN PARKWAYS.

It will be remembered that a so-called "boulevard act," passed by the General Court of 1893-94, placed burdens upon the Commission which were entirely beyond and outside of all suggestions as to public reservations offered by the inquiring commission of 1892-93. Realizing the gravity of the problems likely to arise if such enabling legislation should be duplicated, we suggested to the Commission the desirability of procuring a map of the metropolitan district, such as would enable the Commission to study the coming questions intelligently. A new map was ordered; and, after the lines of latitude and longitude had been plotted, the corners of the township boundary lines, as recently ascertained by the Massachusetts town boundary survey, were placed on the drawing, where they served as the framework into which all the more detailed information concerning the streets, etc., of each township was afterwards fitted as accurately as was possible. Much of the obtainable detailed information is well known to be erroneous; but the skeleton being now fixed by the work of the State survey, the details can be corrected from time to time, as better information is received. The sketched contours of the United States geological survey and the data concerning wooded areas gathered by the same survey have also been placed upon the map, together with some new information as to the courses of streams specially obtained by sending men into the field in certain districts. Under an arrangement made by the Commission with the governing committee of the Appalachian Mountain Club, this new map is to be published by the club at a greatly reduced scale, namely, 1-62,500.

With respect to the improvement of main avenues leading southward and westward from Boston, the present year has seen a remarkable advance. Dorchester Avenue is now a fairly finished city street all the way to Neponset River, — six miles from the State House. Blue Hill Avenue is in process of widening from Grove Hall and Franklin Park to Neponset River at Mattapan, — six and one-half miles from the State House. Washington Street is fast building up all the way to Forest Hills. Columbus Avenue is in process of

extension to Franklin Park. Huntington Avenue is being widened to Brookline. Beacon Street has been widened to Chestnut Hill Reservoir. Commonwealth Avenue has been widened to the Reservoir and onward through Newton to Charles River at Auburndale, — ten miles from the State House. Moreover, in the widened Blue Hill Avenue, Huntington Avenue, Beacon Street and Commonwealth Avenue special central reservations have been secured for electric cars.

Turning to the region north of Charles River, which so nearly bisects the metropolitan district, we find numerous principal radial streets, such as Massachusetts Avenue, Mystic Avenue, Highland Avenue, Broadway (Everett) and the Lynn and Salem turnpike; but none of these have yet been widened or arranged with separate tracks for electrics. The northern suburbs are apparently hampered in their development by their complex subdivision into separate townships, as well as by the natural obstacles to convenient access presented by the Mystic River, its branching creeks and the accompanying salt marshes.

However this may be, it presently became clear that, in taking up the work of opening “parkways” under the special command of the Legislature, no regard could be paid by the Metropolitan Park Commission to the relative lack or abundance of existing avenues on one side or the other of the central city, but that the available appropriation could most suitably be devoted to the acquirement and construction of such car and carriage highways as might best connect the centre of population of the metropolitan district with the newly opened public forests at the Middlesex Fells and the Blue Hills.* General plans for the Fells and Blue Hills Parkways, devised in accordance with this theory, are submitted herewith.

The general course of the proposed Middlesex Fells Parkway (see accompanying plan) was described in our last annual report, as follows: —

Starting from the reservation, how far towards the heart of the metropolitan area can a convenient way for cars and carriages be

* See our last annual report, pages 41 and 42, Pub. Doc. No. 48, 1895.

opened without incurring an expense unwarrantable at the present time? The answer made by our plans is three miles, and the cityward terminus of the proposed Fells Parkway is placed, by these plans, at Broadway Park, Somerville. The proposed parkway may best be likened to a great tree. Its tangled roots are the main streets of Charlestown, East Cambridge, Cambridge and Somerville. Its trunk bridges Mystic River and extends nearly to Pleasant Street, Malden. Its main branches touch Malden and Medford, reach the Fells reservation at Bears' Den Hill and Pine Hill, and stretch along the boundary of the Fells to Winchester and through the Fells to Stoneham and Melrose. Upon reaching Broadway Park, after threading the maze of city streets, cars and carriages will find relief and opportunity to speed away to the Fells or the northern suburbs. Incidentally, the square mile of Medford territory already mentioned will be made agreeably accessible, particularly if the electric cars should complete a circuit by following the boundary road of the Fells from Bears' Den around to Pine Hill.

It was also pointed out that the beginning of the proposed parkway at Broadway Park, Somerville, is no farther from the State House than Cottage Farm or Roxbury Crossing.

Early in the present year the Commission obtained possession of the land required for the realization of those parts of the general design which lie between the Fells Reservation and the east and west highway which in Malden is called Pleasant Street and in Medford Salem Street. These were the first "takings" of land made in this neighborhood for highways to be built and governed by metropolitan as distinguished from local authority, and the details of the plans and taking lines were studied with great care. Before the lines were finally determined, many topographical surveys had been made by the engineer, and many alternative courses had been sketched by us. For these two branches of the proposed parkway grading plans have also been prepared and handed to the engineer, who in turn has drawn working plans and specifications for the guidance of the work of construction which is in progress at this writing. Each branch of the parkway possesses two roadways, one of which is thirty-six and the other twenty-six feet wide. Between the roadways is a grassed space for the exclusive use of electric cars, and outside of the roadways are the necessary side-

By permission of William A. Everett, Boston.



Photographed

HEMLOCK GORGE RESERVATION

Edith Lyndie

See Index to Vol.

walks. The total normal width is only one hundred and twenty feet, but it is understood that all buildings fronting on the parkway will be set back at least twenty feet, so that the total width between buildings will be one hundred and sixty feet.

Where the western arm of the parkway diverges from Forest Street, Medford, the broader of the two roadways continues, towards the city, the Winchester-Medford boundary road of the Fells Reservation. As far as Valley Street, Medford, the parkway possesses an abnormal width for the sake of including between the two roads the course of a brook, as well as space for electric cars. Near Valley Street it is to be hoped that the improvements now making by the city of Medford along Gravelly Creek may be extended to connect with the parkway. Thence to Salem Street the new parkway is an improved substitute for Valley Street, the course of which it closely follows.

The eastern arm of the parkway, now under construction, leaves the reservation at the foot of Bears' Den Hill, the broader road being the easternmost. As far as Highland Avenue, Malden, its course is through rough lands, not yet subdivided by streets. Between the avenue and the Malden park, called Fellsmere, the parkway is obtained by widening Auburn Street on its eastern side, where several houses have been necessarily disturbed. Along the eastern side of Fellsmere the broader road of the parkway makes the boundary road of the park, while it is hoped that the Malden Park Commission may eventually carry the narrower roadway around the western side of the Mere to a connection with Murray Street, which becomes a part of the parkway between Fellsmere and Pleasant Street. From this last-mentioned section three houses had to be removed. Deep cutting was also required here, in order to obtain a practicable grade.

South of Salem and Pleasant streets, where no land has been acquired and no construction begun, the general plan calls for a union of the two branches of the parkway in a circle, and its continuation thence to Mystic River by a line which curves in order to avoid a factory, in order to cross the Medford Branch Railway at right angles, and in order

to skirt closely along the edge of the fine building land which lies just west of the modern suburb of Wellington. For effectiveness a straight avenue across such level land is preferable, but a straight line would in this case secure none of the economies and advantages just mentioned. South of Wellington the proposed parkway is planned to join the existing Highland Avenue, from which avenue it parts again at the southern end of the bridge over Mystic River, in order to strike a straight course for Broadway Park, the widened boundary roads of which will carry pleasure driving comfortably to Broadway. From Wellington to Broadway the two parallel roads should be of even and ample width, in order to accommodate heavy traffic as well as pleasure driving. Here, as elsewhere, it is expected, however, that traffic will be excluded from one of the roadways of the parkway.

Concerning the general course of the corresponding Blue Hills Parkway (see accompanying plan) we wrote as follows a year ago : —

Crossman's Pines, the northernmost corner of the western section of the Blue Hills reservation, is distant more than nine miles in an air line from the State House ; but, owing to the fact that the municipality of Boston extends four times as far south of the State House as it does north, and because Boston has undertaken the construction of a broad highway out to her uttermost boundary at Mattapan, the length of the Blue Hills Parkway proposed to be acquired by the Metropolitan Commission is no greater than the length of the proposed Fells Parkway already described. Except in equality of length, this parkway, however, bears little resemblance to the Fells Parkway. The tree to which it may be likened has one root of great length and importance, — Blue Hill Avenue ; but beyond the region covered by its trunk and branches there are found no such considerable bodies of population as lie around and beyond the Fells. For the present, therefore, this southern parkway will serve only as a means of approach to the great public domain at the Blue Hills. Its electric railroad will, however, tend to populate a large region which has hitherto been inaccessible from the city.

Since the foregoing was written, Blue Hills Reservation has been extended from Crossman's Pines to Harland Street,

Milton, in the form of a narrow strip, the western edge of which is the foot of a range of hills, while the eastern edge is a straight line drawn arbitrarily through the midst of a swamp. A boundary road giving access to adjacent building lands will eventually be called for on the western edge of this strip, and the possible electric car tracks may then find place alongside. For the accommodation of pleasure driving to and from the reservation, and particularly from Hoosic-Whisick by way of Ponkapog Pass, the accompanying general plan suggests an entirely separate roadway leading from Crossman's Pines to Canton Avenue opposite Mattapan Street, by way of the centre of the strip just mentioned and the bottom of the charming valley of Pine-tree Brook. In order to obtain this desirable separate pleasure driveway, to preserve the scenery commanded by it, and at the same time accommodate ordinary traffic, it is suggested that Harland Street be discontinued so far as it now lies within the valley, and that two boundary roads, one on each side of the valley, be substituted for it. These roads will include between them the best of the local scenery. They will also develop adjacent building land, while supplying the desired route for traffic.

At Canton Avenue it seems necessary that the separate pleasure drive should end; but a parkway like the Fells Parkway, and, like it, one hundred and twenty feet wide, is planned to follow the course of Mattapan Street all the way to the Neponset River at Mattapan, where the Blue Hill Avenue of Boston will be joined. Again, we would prefer a straight line for this section of the parkway, but economy seems to command the crook which the plan shows near Mattapan. The present Mattapan Street is not quite, though nearly, straight, and the contemplated widening consequently cuts peculiar slices from many estates. It also involves the moving of several houses. By careful adjustment of the lines the large trees near Mattapan can, however, be preserved, either in the central or the sidewalk planting strips. A new and more capacious bridge over Neponset River will naturally be needed whenever the parkway is built. Thus far, no land having been acquired, construction has not begun; but the general plan having been

approved by the Commission, it is herewith submitted for publication.

In conclusion, we may perhaps point out that the various public open spaces now or soon to be controlled by the Metropolitan Park Commission include more numerous large public pleasure grounds than are governed by any other public authority in northern America, excepting the governments of the United States and Canada. Blue Hills Reservation is five miles long; Middlesex Fells Reservation, two miles square; Stony Brook Reservation, two miles long; Charles River Reservation (including semi-public river banks), five miles long; Mystic Valley Parkway, two miles long; the Fells and Blue Hills Parkways each three miles long, and Revere Beach Reservation three miles long. The legislation of 1893, by which the cities and towns surrounding Boston were enabled to co-operate with Boston in obtaining suitable public open spaces, has certainly proved effective.

Respectfully submitted,

OLMSTED, OLMSTED & ELIOT.

METROPOLITAN PARK COMMISSION
MIDDLESEX FELS PARKWAY
GENERAL PLAN



NOTE. THE SECTIONS FROM SALEM ST. TO THE RESERVATION
AND FROM PLEASANT ST. TO THE RESERVATION ARE
UNDER CONSTRUCTION. (NOVEMBER 1895.)

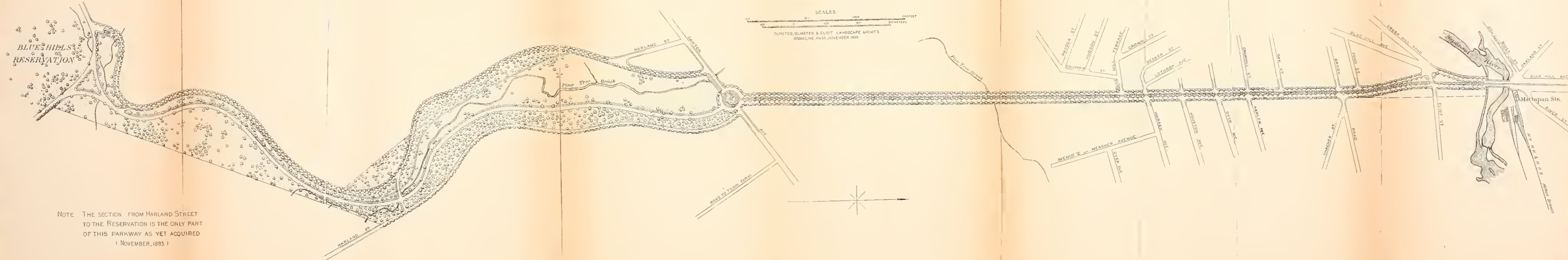
1871

METROPOLITAN PARK COMMISSION

BLUE HILLS PARKWAY

GENERAL PLAN

SCALES
1" = 100 FEET
1" = 30 METERS
OLMSTED, OLNSTED & ELIOT LANDSCAPE ARCHTS
BROOKLINE, MASS., NOVEMBER 1895



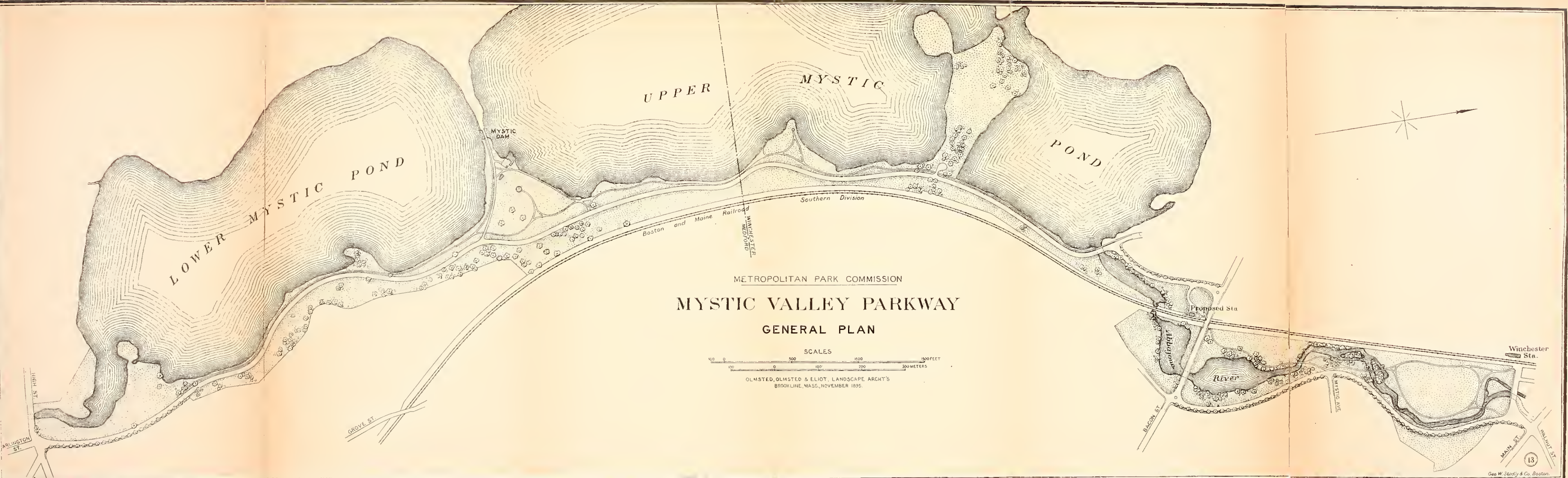
NOTE THE SECTION FROM HARLAND STREET TO THE RESERVATION IS THE ONLY PART OF THIS PARKWAY AS YET ACQUIRED (NOVEMBER, 1895)

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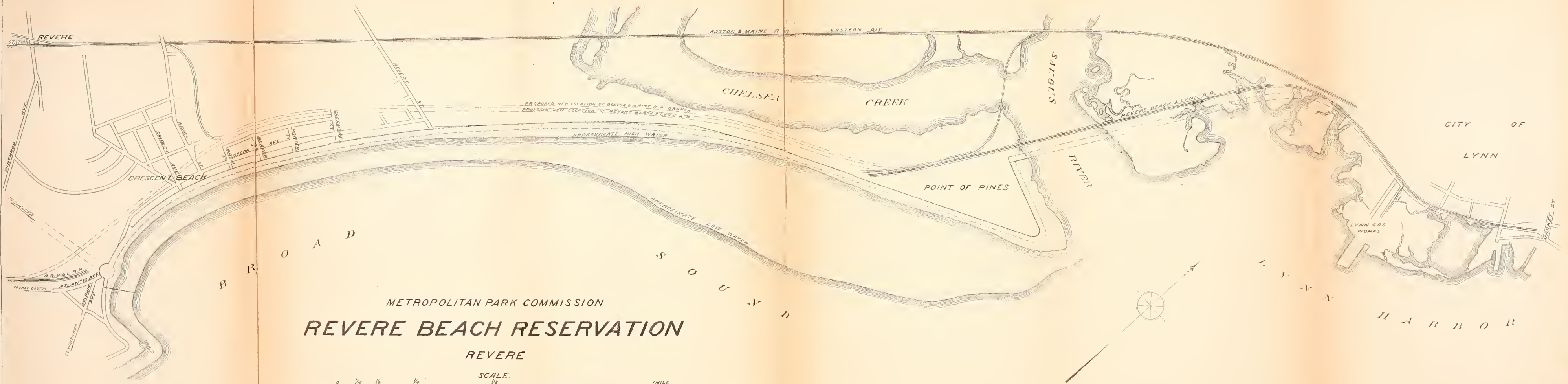
METROPOLITAN PARK COMMISSION
MYSTIC VALLEY PARKWAY
GENERAL PLAN



OLMSTED, OLNSTED & ELIOT, LANDSCAPE ARCHT'S
BROOKLINE, MASS., NOVEMBER 1895.

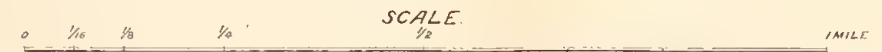
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METROPOLITAN PARK COMMISSION
REVERE BEACH RESERVATION

REVERE



WM T. PIERCE
ENGINEER.

1895

OLMSTED, OLSTED & ELIOT, LANDSCAPE ARCHTS
BROOKLINE MASS

METROPOLITAN PARK COMMISSION
CHARLES RIVER RESERVATION

BOSTON, CAMBRIDGE, NEWTON AND WATERTOWN



1895

WM. T. PIERCE,
ENGINEER.

OLMSTED, OLNSTED & ELIOT, LANDSCAPE ARCHTS.
BROOKLINE MASS.





REVERE BEACH

METROPOLITAN PARK COMMISSION
KING'S BEACH RESERVATION

SWAMPSCOTT

SCALE OF FEET:
0 50 100 200

WM T. PIERCE,
ENGINEER

1895

OLMSTED, OLNSTED & ELIOT, LANDSCAPE ARCHT.
BROOKLINE MASS.



EASTERN
AVENUE.

SWAMPSCOTT
LYNN.

OCEAN

STREET.

HUMPHREY

STREET.

CURB LINE

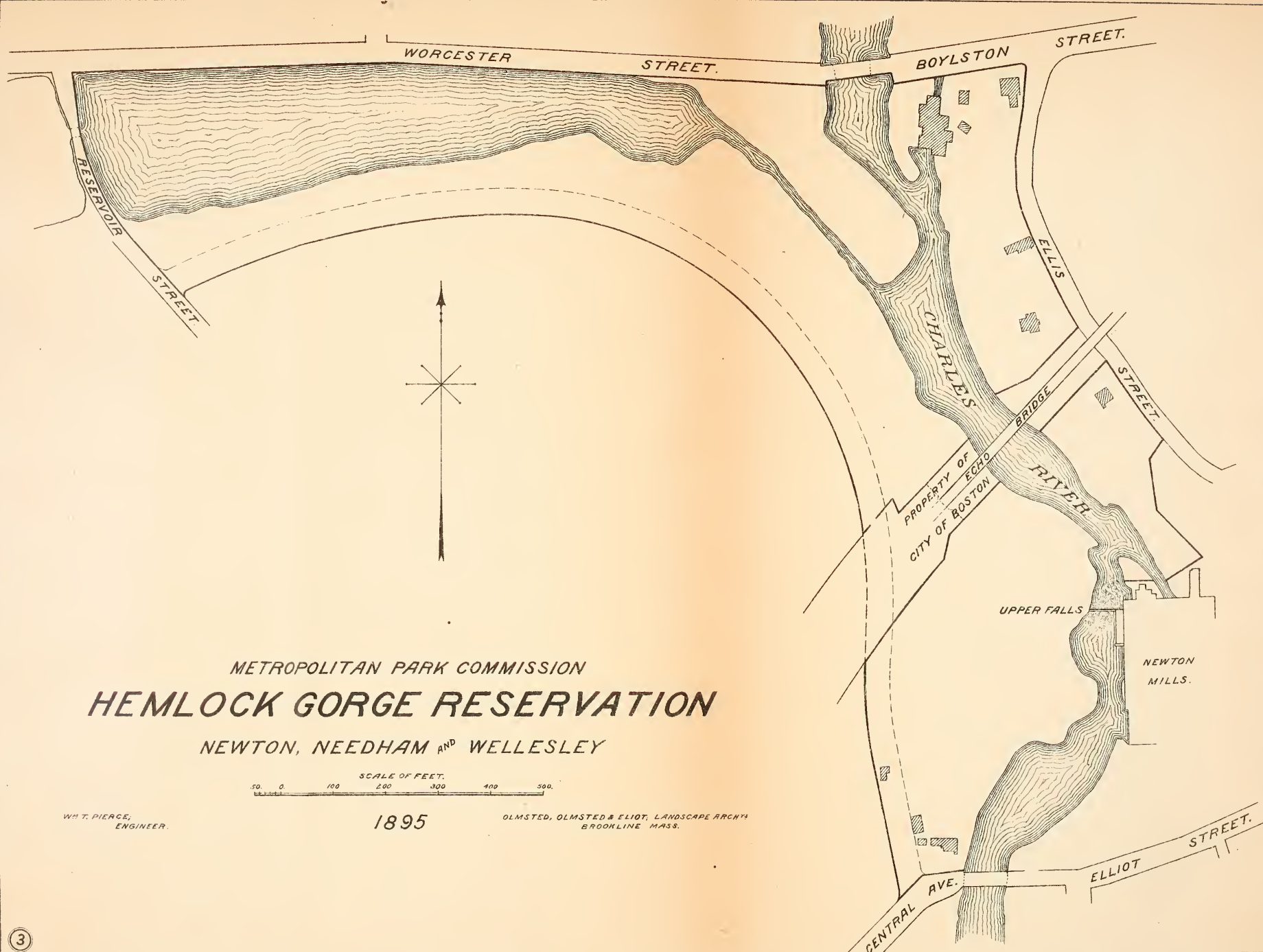
APPROXIMATE HIGH WATER

APPROXIMATE LOW WATER

BAY

N A H A N T

PROPERTY OF
CITY OF LYNN



METROPOLITAN PARK COMMISSION
HEMLOCK GORGE RESERVATION
NEWTON, NEEDHAM AND WELLESLEY

SCALE OF FEET.
50 0 100 200 300 400 500

WM T. PIERCE,
ENGINEER.

1895

OLMSTED, OLMSTED & ELIOT, LANDSCAPE ARCHTS.
BROOKLINE MASS.

APPENDIX.



REPORT OF THE PRELIMINARY COMMISSION OF 1893.

To the Honorable the Senate and House of Representatives of the Commonwealth in General Court assembled.

The Board of Metropolitan Park Commissioners, appointed under the provisions of chapter 342 of the Acts of 1892, present the following report:—

The members of the commission were appointed in July, and the Board organized early in August. The act establishing the Board (Acts of 1892, chapter 342) required the commissioners to “consider the advisability of laying out ample open spaces for the use of the public, in the towns and cities in the vicinity of Boston,” and, the better to enable them to do this, to “employ such assistants as they may deem necessary.” Upon consideration, it was decided that a proper performance of the work in hand would call for the services of a secretary interested in the subject and familiar with the ground to be covered, whose duty it would be also to collect documentary information; a professional landscape architect, to devise a practical scheme of development and prepare the maps, plans and report to explain it; and, finally, a legal adviser, to look up the precedents for legislation and draft the acts to carry the proposed scheme into effect. Sylvester Baxter was thereupon appointed secretary; the services of Charles Eliot, as landscape architect, were engaged; and those of Conrad Reno as legal adviser.

During September, October and the early portion of November, the commissioners, in company with Messrs. Baxter and Eliot, visited personally every point of interest in connection with the work in hand within ten miles of Boston, including the islands in the harbor and the Revere and Nantasket beaches; the Lynn Woods, the Middlesex Fells and the Blue Hills Forest; the basins of the Charles, the Mystic

and the Neponset rivers; the Waverley Oaks, Prospect and Bellevue Hills; the Muddy Pond Woods, and Mystic, Spot, Spy, Horn and Fresh ponds; besides other localities unnecessary to specify here, but all of which will be found referred to in detail in the accompanying report of the secretary and the scheme of Mr. Eliot.

In the course of these visits the commissioners met the various boards of park commissioners of the cities and towns interested, where such boards existed, and had a free and full exchange of views with the gentlemen composing those boards. They also familiarized themselves, in so far as they could, with the plans of future development those boards had under consideration. Incidentally, careful consideration was given to problems of water supply and drainage.

The elaborate report prepared by the secretary, and Mr. Eliot's scheme of park development, herewith submitted, make it unnecessary for the commissioners to enter into details. All needful information on every point involved can be obtained from those documents and the accompanying maps and plans. What the commissioners have to say, therefore, will be brief, and limited practically to recommendations of immediate legislative action. The scheme proposed cannot be carried out in its entirety at once; nor, in the opinion of the commissioners, would it be either wise or economical to hurry it. The first step only can now be taken; and, although that step may not in itself seem considerable, it commits the Commonwealth to a policy of far-reaching consequence, and should accordingly be well considered.

The commissioners are in the first place satisfied that it is necessary to organize a metropolitan district. The time for this is distinctly come, and for several years legislation has been shaping itself to that end. The great increase of rapid transit facilities since the railroad system was originated, and their more recent development through electricity, has already made every town within ten miles of Boston a close suburb of that city. Those towns may in fact be said to be the bed-chambers of the city counting-room. To Boston a great and always increasing proportion of those living in the surrounding municipalities now go

daily to pursue their business or make their purchases; and from Boston they daily return to their homes. In everything but in name they are inhabitants of both places; and, in everything but in local government and name, the two places are one. Each new appliance of rapid transit gives an additional impetus to this phase of development; and new appliances ever crowd upon each other. There is in the development, also, much that is good and little that is bad; it is natural, healthy, and advantageous in a large way to all concerned. It should accordingly be recognized and made the basis of legislation; for without such recognition and consequent legislation the necessary provision for growth cannot be made. Of this the whole region referred to now shows abundant and lamentable evidence. Recognition has already been much too long delayed.

The limits of what the commissioners designate as the metropolitan district define themselves with sufficient distinctness. Within it are comprised generally all the cities and towns served by the system of local, suburban or accommodation trains on the railroads terminating in Boston. These are the twelve cities of Boston, Cambridge, Chelsea, Everett, Lynn, Malden, Medford, Newton, Quincy, Somerville, Waltham and Woburn, and the twenty-four towns of Arlington, Belmont, Braintree, Brookline, Canton, Dedham, Hingham, Hull, Hyde Park, Melrose, Milton, Nahant, Needham, Revere, Saugus, Stoneham, Swampscott, Wakefield, Watertown, Wellesley, Weston, Weymouth, Winchester and Winthrop.

The cities and towns above named contain altogether eight hundred and eighty-eight thousand inhabitants, or close upon forty per cent. of the entire population of the Commonwealth. The proposed district is also, as respects both population and wealth, the most rapidly increasing part of Massachusetts. A city population is fast diffusing itself over it. It is not unsafe to predict that, containing nearly nine hundred thousand inhabitants now, it will contain a million and a half within a measurable time. To all practical intents and purposes also that population will consist of the inhabitants of one large municipality.

This state of affairs cannot but call for some common

regulation of many things entering of necessity into modern civilized life. Such a system of common regulation should not be precipitated, or entered upon in pursuance of any theory or desire of symmetry. The advantages of local government are well understood in Massachusetts, and do not need to be dwelt upon here : but, where a political need exists, intelligent provision should be made for it ; for, if it be not made, growth will go on all the same, though in some forced and unnatural way. In a great metropolitan district, consisting of one large city and its suburbs, near and remote, — a district like that around London, Paris, New York, Chicago, and in similar, though less, degree, Boston, — there are common needs and interests in matters of police, drainage, water supply, means of communication, and to these should be added open-space reservations. A proper park system for a community of this character cannot be developed within local lines, nor is it just to localities that it should be so developed. All enjoy the results ; all consequently should participate according to their means and needs in bringing those results about.

This proposition the commissioners do not deem it necessary to elaborate further than by a single illustration. The summer — the period of heat and out-of-door life and enjoyment — is the season of the year when all feel the need of open-air reservations ; the luxury of the rich, these then become the right, as well as the necessity, of the poor. The natural trend of movement at that season in eastern Massachusetts speaks unmistakably for itself, and shows what the popular demand is ; rich and poor instinctively find their way towards the ocean ; the excursion steamers are thronged, the beaches are black with visitors. Nor is this movement confined to those who dwell in the crowded districts of Boston. It takes in all the suburbs of Boston. The islands in the bay should, therefore, in answer to this natural demand, be at no remote time converted into marine parks, and the beaches should be set aside and sacredly preserved as public reservations. Yet this can never be done except through combined action. To expect the local municipalities — sometimes towns neither rich nor populous — to carry the burden of such a public work as the proper improvement of

Revere or Nantasket beach, is neither right nor practical. It must be borne by the district for whose benefit and enjoyment it will exist, or the burden most assuredly will not be assumed at all.

The first and obvious step, therefore, towards a proper system of open-space reservations, is the organization of a metropolitan district on the lines indicated; and the commissioners have accordingly caused to be prepared, and they herewith submit, a bill to that end.

Under ordinary circumstances, this Board would not deem it necessary to go further at present. The enactment of some such bill as that proposed is the initial step; and, ordinarily, one step at a time is enough. The creation of a metropolitan district involves, of course, an executive power to make the organization of the proposed district effective; and to that executive power would naturally be referred the "comprehensive plan for laying out, acquiring and maintaining open spaces," provided for in the act creating this Board, and contained in the reports of the secretary and Mr. Eliot. To carry that plan into effect, either wholly or in part, would be the next step; and this step will necessitate further and yet more careful consideration, for it will involve not only large financial outlay, but the solution of intricate engineering problems, to effect which careful legislation will need to be matured. The work of years is involved.

Take, for instance, the two beaches, Nantasket and Revere, already referred to, and the Charles River basin. In both cases matters have been so long neglected and things allowed traditionally to take their own course wholly without direction, that to disentangle the existing complication will be a difficult task. And yet, in the case of the Charles River basin at least, it is a task that has got to be entered upon; for the Charles River basin has become a problem of health, which, through an increasing death rate, will soon or late force its own solution upon even the most unwilling community. Every year of delay will only make that solution more difficult and more costly.

The commissioners would therefore rest satisfied with submitting a general plan, and providing the machinery for

deliberately entering on the work of carrying that plan out in such way as may hereafter be found most expedient and practical, did not recent observation satisfy them that any further delay may, in some respects, involve more irreparable injury and greatly increased future expense. So far as the Nantasket and Revere beaches and the Charles and Neponset basins are concerned, the mischief has to a large extent been done; they can, — indeed, they must, wait; for the vested rights involved present problems and difficulties which cannot be solved or overcome at once. So with the islands in Boston harbor. With two considerable exceptions only, — Thompson's and Peddock's, — they are already owned either by the national government or by Boston; they accordingly are safe. Leaving their development to the future involves no risk. But this is not the case with two of the remaining large open spaces within the proposed metropolitan district, — the so-called Middlesex Fells, and the Blue Hills Forest. The commissioners do not propose here to dilate on the convenient location and the natural beauties of those two regions. They are sufficiently indicated and referred to on the plan and in the documents which accompany this report. It is merely necessary here to say that, in the opinion of the commissioners, immediate action is desirable towards securing those tracts of territory for all-time public use, unless great risk is to be incurred that, in regard to them also, the experience of the ocean beaches and river basins will repeat itself. The real estate speculator is already making inroads upon them; and town sites are incompatible with wild natural reservations and forest life. It needs but little time in these matters to work irreparable injury; and the observation of the commissioners satisfies them that the danger of such injury, so far as both the fells and the forest are concerned, is immediately imminent.

Together these two open spaces include some five thousand acres, three thousand of which lie north of the city of Boston and two thousand south of it; both within an easy attainable distance. Those dwelling in any part of the proposed metropolitan district can reach and enjoy one or the other. The whole, in its natural wild state, could now be

secured and set aside as a public reservation, park and pleasure ground, secure to all future generations at a comparatively slight cost. Their artistic development might safely be left to the future ; for then, like the islands of Boston harbor, they will be secure, and always there.

In the bill submitted, general financial provision is made to enable the proposed commission to enter on its work with energy and upon a suitable, though reasonable, scale ; and this provision includes an amount which a careful estimate satisfies the present board should be adequate for the immediate acquisition of the Middlesex Fells and the Blue Hills Forest, if such acquisition is deemed desirable. In framing this feature of the act, it is only necessary further to say that the precedent and analogy of the metropolitan sewerage act of 1889 (chapter 439) has been closely followed.

Provision is also made for the prompt acquisition of any smaller spots within the proposed district of recognized natural beauty and interest, such as the Waverley Oaks and Hemlock Gorge at Echo Bridge, should the acquisition of any such be expedient to preserve them, or should public-spirited benefactors wish to purchase and dedicate them to the people.

Finally, it will be observed that during the first five years of the existence of the proposed metropolitan parks district the proportion of the total expense which may be incurred is in the case of Boston arbitrarily fixed at one-half of the whole, leaving the other half to be apportioned among the cities and towns of the district other than Boston. Fifty per cent. of the whole would be unquestionably less than the proportion allotted to Boston on a division based upon either valuation or population ; but, on the other hand, the commissioners in fixing this arbitrary allotment had in mind the fact that Boston has already incurred, or is now incurring, an expense of some \$11,000,000 in developing a system of parks at its own cost, which are free to the whole metropolitan district. The maintenance of these parks, including the Castle Island water park, involves a yearly expense of about \$100,000. Thus Boston is already on its own account involved, because of open-air reserva-

tions free to all, in a total and annual outlay at least ten times as large as is at present proposed for the entire metropolitan district of which that city is a part; and of which it is, in addition to its own outlay, to bear one-half of the whole expense.

So far as the present is concerned, the commissioners decline to make further recommendations. The schemes of development suggested in the accompanying papers of the secretary and Mr. Eliot are attractive, and have much to recommend them. Doubtless, also, they are well considered; but too much should not be attempted at once, and the projects outlined in these documents can best engage hereafter the attention of the permanent commissioners provided for in the accompanying form of bill, should that measure become a law.

All of which is respectfully submitted.

CHARLES FRANCIS ADAMS,
PHILIP A. CHASE,
WILLIAM B. DE LAS CASAS,

Metropolitan Park Commissioners.

ACTS RELATING TO METROPOLITAN PARK COMMISSION.

Act appointing Metropolitan Park Commissioners for
1892-93.

Acts of 1892, Ch. 342.

AN ACT TO ESTABLISH A BOARD OF METROPOLITAN PARK COMMISSIONERS AND TO DEFINE ITS POWERS AND DUTIES.

Be it enacted, etc., as follows:

SECTION 1. The governor, by and with the advice and consent of the council, shall appoint three persons, to be known as the Metropolitan Park Commissioners, who shall hold their office for one year from the first day of May in the year eighteen hundred and ninety-two. Said commissioners shall consider the advisability of laying out ample open spaces for the use of the public, in the towns and cities in the vicinity of Boston, and shall have authority to make maps and plans of such spaces and to collect such other information in relation thereto as it may deem expedient, and shall report to the next general court, on or before the first Wednesday of February, a comprehensive plan for laying out, acquiring and maintaining such open spaces.

Appointment of
commissioners
for one year.

Duties.

To report to
general court.

SECTION 2. Said commissioners may employ such assistants as they may deem necessary, and may expend such sums therefor and in the discharge of their duties, including the actual travelling expenses of said members, as the governor and council may determine. Said commissioners shall receive no compensation.

Employment of
assistants.
Expenses.

No compensa-
tion.

SECTION 3. This act shall take effect upon its passage.
[Approved June 2, 1892.]

Metropolitan Park Commission Act.

Acts of 1893, Ch. 407.

AN ACT TO ESTABLISH A METROPOLITAN PARK COMMISSION.

*Be it enacted, etc., as follows:*Metropolitan
Park Commis-
sion, how con-
stituted and
appointed.Terms of office
of members.Vacancy, how
provided for.No compensa-
tion: travelling
and other
expenses, etc.Organization of
board.

Chairman.

Secretary.

Other em-
ployees.Their duties,
compensation,
etc.

Office.

Board to report
to general
court.

SECTION 1. The governor, by and with the advice and consent of the council, shall appoint five persons, who shall constitute a board to be known as the Metropolitan Park Commission. The members of this board shall hold office respectively for the terms of one year, two years, three years, four years and five years, beginning with the first Monday in May in the year eighteen hundred and ninety-three, and annually thereafter the governor shall appoint as aforesaid one such commissioner, to hold office for the term of five years, beginning with the first Monday in May in the year of his appointment; and if any vacancy occurs in said board by resignation or otherwise the governor shall in like manner appoint a commissioner for the residue of the term in which the vacancy occurs, and may also remove any commissioner. The members of said board shall serve without compensation, but their travelling and other necessary expenses shall be allowed and paid; and no person employed by the board shall be a member thereof.

SECTION 2. Said board shall annually choose one of its members chairman, and may from time to time appoint a clerk or secretary, and such other employees as it deems necessary to carry out the purposes of this act; it may determine the duties and compensation of such appointees, remove the same at pleasure, and make all reasonable rules and regulations. Said board shall have a suitable office, where its maps, plans, documents, records and accounts shall be kept, subject to public inspection at such times as the board may determine. On or before the second Wednesday in December in each year said board shall make a report of its proceedings to the general court, together with a full statement of its receipts and disbursements. Said report shall be numbered as one of the series of public documents and four thousand copies thereof shall be printed annually.

SECTION 3. The jurisdiction and powers of said board shall extend to and may be exercised in the cities of Boston, Cambridge, Chelsea, Everett, Lynn, Malden, Medford, Newton, Quincy, Somerville, Waltham and Woburn, and in the towns of Arlington, Belmont, Braintree, Brookline, Canton, Dedham, Dover, Hingham, Hull, Hyde Park, Melrose, Milton, Nahant, Needham, Revere, Saugus, Stoneham, Swampscott, Wakefield, Watertown, Wellesley, Weston, Weymouth, Winchester and Winthrop; which cities and towns shall constitute the Metropolitan Parks District.

Metropolitan
Parks District,
what cities and
towns to con-
stitute.

SECTION 4. Said board shall have power to acquire, maintain and make available to the inhabitants of said district open spaces for exercise and recreation; and to this end, acting so far as may be in consultation with the proper local boards, shall be authorized to take, in fee or otherwise, in the name and for the benefit of the Commonwealth, by purchase, gift, devise or eminent domain, lands and rights in land for public open spaces within said district, or to take bonds for the conveyance thereof; and to preserve and care for such public reservations, and also, in the discretion of said board and upon such terms as it may approve, such other open spaces within said district as may be entrusted, given or devised to said board or to the Commonwealth, by the United States, or by cities, towns, corporations or individuals, for the general purposes of this act, or for any one or more of such purposes as the donor may designate: *provided, however*, that no private property taken for the purpose of this act shall be taken under the right of eminent domain without the concurrence of a majority of the board, and of the board of park commissioners, if any, of the city or town in which such property is situated: *provided, further*, that no land shall be taken by the right of eminent domain in that part of the city of Medford known as the Middlesex Fells, southerly of a line drawn from the southerly base of Pine hill, north-westerly through the southern end of the dam of the south reservoir of the town of Winchester and extended to the western boundary of said fells, so called; nor southerly of a line drawn from said southerly base of Pine hill, east to the eastern boundary of said fells: *provided, further*, that said board shall not take by purchase or right of eminent domain, under this act, any land or other property to an amount exceeding in value in the aggregate, with

Power to ac-
quire, etc.,
open spaces.

Authority to
take land.

Title thereto.

Special cases.

Concurrence of
majority of
board and of
local park com-
missioners,
when required.

Certain land in
Medford not to
be taken.

Limitation of
amount of land
to be taken.

Existing water rights of cities and towns not to be infringed.

Police rules, penalties, etc.

Expenditure of trust funds.

Authority to receive devises and bequests in trust.

Metropolitan Parks Trust Fund.

Power to cities and towns to transfer control of open spaces to the park commission.

To enter into certain agreements.

Transfers from the park commission to cities and towns.

land or other property previously taken by purchase or eminent domain hereunder, ninety per centum of the total amount appropriated by the legislature or contributed by individuals or corporations for that purpose; *provided, further*, that nothing in this act shall be construed to limit existing rights of any city or town in relation to water supply purposes, or in any way obstruct their taking advantage of such rights. In furtherance of the powers herein granted, said board may employ a suitable police force, make rules and regulations for the government and use of the public reservations under their care, and for breaches thereof affix penalties not exceeding twenty dollars for one offence, to be imposed by any court of competent jurisdiction; and in general may do all acts needful for the proper execution of the powers and duties granted to and imposed upon said board by the terms of this act. Said board shall also have power to expend such funds, whether principal or income, as may be given in trust, as provided for in section five.

SECTION 5. The treasurer and receiver general of the Commonwealth is hereby authorized and empowered, with the approval of the governor and council, to receive and hold in trust for the Commonwealth, exempt from taxation, any grant or devise of lands or rights in land, and any gift or bequest of money or other personal property, made for the purposes of this act, and shall preserve and invest the proceeds thereof in notes or bonds secured by good and sufficient mortgage or other securities. Said trust property shall be known as the Metropolitan Parks Trust Fund, and shall be used and expended under the direction of the metropolitan park commission and subject to its orders.

SECTION 6. Any city or town within said district, or any local board of such city or town, with the latter's consent, is hereby authorized and empowered to transfer the care and control of any open space owned or controlled by it to the metropolitan park commission, upon such terms and for such period as may be mutually agreed upon; or to enter into an agreement with said commission for the joint care or preservation of open spaces within or adjacent to such city or town; and the metropolitan park commission may in like manner transfer the care and control of any open space controlled by it to any local board of a city or town within the said district, with the consent

of such city or town and upon such terms and for such period as may be mutually agreed upon.

SECTION 7. Said board shall estimate and determine as near as may be all damages sustained by any person or corporation by the taking of land, or any right therein, under this act; but any one aggrieved by such determination of the board may have such damages assessed by a jury of the superior court, in the same manner as is provided by law with respect to damages sustained by reason of the laying out of ways. If upon trial damages are increased beyond the award of the board the aggrieved party shall recover costs, otherwise such party shall pay costs; and costs shall be taxed as in civil cases; but no suit for such damages shall be brought after the expiration of two years from the date of the recording of the taking, as required by the following section.

Estimation of damages caused by taking.

Right of assessment by jury.

Costs.

Right to bring suit, when expires.

SECTION 8. Within sixty days after any land, or right therein, is acquired or taken under this act, the board shall file and cause to be recorded in the proper registry of deeds, a description thereof sufficiently accurate for its identification, with a statement of the purpose for which the same is acquired or taken, which description shall be signed by a majority of said board.

Description of land taken to be recorded.

SECTION 9. To meet the expenses incurred under the provisions of this act the treasurer and receiver general shall, with the approval of the governor and council, issue scrip or certificates of debt in the name and behalf of the Commonwealth and under its seal, to an amount not exceeding one million dollars, for a term not exceeding forty years. Said scrip or certificates of debt shall be issued as registered bonds or with interest coupons attached, and shall bear interest not exceeding four per cent. per annum, payable semi-annually on the first days of January and July in each year. Such scrip or certificates of debt shall be designated on the face as the Metropolitan Parks Loan; shall be countersigned by the governor, and shall be deemed a pledge of the faith and credit of the Commonwealth, and the principal and interest shall be paid at the times specified therein in gold coin of the United States; and said scrip or certificates of debt shall be sold and disposed of at public auction or in such other mode and at such times and prices, and in such amounts and at such rates of interest, not exceeding the

Issue of scrip to meet expenses.

Amount, interest, etc.

Metropolitan Parks Loan.

Sale of scrip.

rate above-specified, as the governor and council shall deem best. The treasurer and receiver general shall, on issuing any of said scrip or certificates of debt, establish a sinking fund, and apportion an amount to be paid thereto each year sufficient with its accumulations to extinguish the debt at maturity. Any premium realized on the sale of said scrip or certificates of debt shall be applied to the payment of the interest on said loan as it accrues.

Sinking fund to be established.

Premium.

Appointment and duties of commissioners to determine proportion of contributions of cities and towns to expenses, etc.

SECTION 10. The supreme judicial court sitting in equity shall, on the application of said board and after notice to each of the cities and towns hereinbefore named, appoint three commissioners, who shall not be residents of such cities or towns, who shall, after due notice and hearing, and in such manner as they shall deem just and equitable, determine the proportion in which each of such cities and towns shall annually pay money into the treasury of the Commonwealth, for the term of five years next following the year of the first issue of said scrip or certificates, to meet the interest and sinking fund requirements for each of said years, as estimated by the treasurer of the Commonwealth, and to meet the expenses of preservation and necessary care of said public reservations, as estimated by said board and certified to said treasurer, and any deficiency in the amount previously paid in as found by said treasurer, and shall return their award into said court; and when said award shall have been accepted by said court the same shall be a final and conclusive adjudication of all matters herein referred to said commissioners and shall be binding on all parties. Said commissioners shall fix and return the proportion to be paid by the city of Boston for the first period of five years, at fifty per cent. of the whole. Before the expiration of said term of five years, and every five years thereafter, three commissioners, who shall not be residents of any of the cities or towns constituting the metropolitan parks district, shall again be appointed as aforesaid, who shall in such manner as they deem just and equitable determine the proportion in which each of said cities and towns shall annually pay money into the treasury of the Commonwealth as aforesaid, for the next succeeding term of five years, together with any deficiency in the amount previously paid in, as found by said treasurer, and shall return their award into said court; and when said award shall have been

Award to be returned to Supreme Judicial Court.

Proportion to be paid by city of Boston determined.

Commissioners again to be appointed every five years.

accepted by said court the same shall be a final and conclusive adjudication of all matters herein referred to said commissioners, and shall be binding on all parties: *provided*, that no assessment shall be levied for the purposes of this act in any one year upon any city or town in excess of a sum equal to one-half mill on the dollar of the valuation thereof.

Limitation of amount of assessment.

SECTION 11. The metropolitan park commission shall annually estimate the expenses of preservation and necessary care of said public reservations for the ensuing year, and certify the same to the treasurer, who shall apportion said expenses in the manner provided in the following section: *provided, however*, that such expenses shall not exceed the sum of ten thousand dollars during the first year, nor exceed the sum of twenty thousand dollars during any succeeding year.

Annual estimate of expenses to be made by the commission.

Limitation of amount of expenses.

SECTION 12. The amount of money required each year from each city and town of the metropolitan parks district to meet the interest, sinking fund requirement and expenses aforesaid for each year, and deficiency, if any, shall be estimated by the treasurer of the Commonwealth in accordance with the proportion determined as aforesaid, and shall be included in and made a part of the sum charged to such city or town, and be assessed upon it in the apportionment and assessment of its annual state tax; and said treasurer shall in each year notify each city and town of the amount of such assessment, and the same shall be paid by the city or town into the treasury of the Commonwealth at the time required for the payment and as a part of its state tax.

Amount required from cities and towns to be included in state tax, etc.

SECTION 13. The supreme judicial court shall have jurisdiction in equity to enforce the provisions of this act, and shall fix and determine the compensation of all commissioners appointed by said court under the provisions hereof.

Jurisdiction of supreme judicial court in relation to this act.

SECTION 14. This act shall take effect upon its passage.
[Approved June 3, 1893.]

Act requiring Submission of Plans for the Improvement of Lower Parts of Charles River, etc.

Acts of 1893, Ch. 475.

AN ACT TO PROVIDE FOR THE IMPROVEMENT OF CHARLES RIVER.

Be it enacted, etc., as follows:

SECTION 1. The board of metropolitan park commissioners, established under the provisions of chapter four hundred and

Board of Metropolitan Park Commissioners

and State Board
of Health to
prepare plans,
etc.

seven of the acts of the year eighteen hundred and ninety-three, and the state board of health, sitting as a joint board, shall investigate the sanitary condition and prepare plans for the improvement of the beds, shores and waters of the Charles river, between Charles river bridge and the Waltham line on Charles river, and for the removal of any nuisances therefrom, and report with their recommendations to the next general court on or before the first Wednesday in February.

Report to
general court.

Expenses.

SECTION 2. Said commissioners may employ engineers and experts and incur such expenses as may be necessary to carry out the provisions of this act, and may expend for such purpose a sum not exceeding five thousand dollars. All bills shall be approved and filed with the auditor and allowed in the same manner as other claims against the Commonwealth.

SECTION 3. This act shall take effect upon its passage.
[Approved June 10, 1893.]

Act relating to Construction of Roadways and Boulevards granting Additional Powers, etc.

Acts of 1894, Ch. 288.

AN ACT TO AUTHORIZE THE METROPOLITAN PARK COMMISSION TO CONSTRUCT ROADWAYS AND BOULEVARDS.

Be it enacted, etc., as follows:

Authority to
Metropolitan
Park Commis-
sion to construct
roadways or
boulevards in
connection with
open spaces,
etc.

SECTION 1. The board of metropolitan park commissioners, constituted under the authority of chapter four hundred and seven of the acts of the year eighteen hundred and ninety-three, is hereby authorized to connect any road, park, way or other public open space with any part of the cities or towns of the metropolitan parks district under its jurisdiction, by a suitable roadway or boulevard, and for this purpose to exercise any of the rights and powers granted to said board by said act, in the manner prescribed by said act, and also to take or acquire in fee or otherwise, in the name and for the benefit of the Commonwealth, by purchase, gift, devise or eminent domain, any lands or rights or easements or interest in land within said district, although the land so taken or any part thereof be already a street or way, and to construct and maintain along, across, upon or over the same or any other land acquired by said board

To take land.

Title.

by said act, a suitable roadway or boulevard: *provided, however*, that the concurrence of the board of aldermen in the city of Boston for the county of Suffolk, or the concurrence of each other county or city or town outside of said county of Suffolk, wherein any portion of any street, way, land or rights in land is taken by right of eminent domain be obtained, to the taking of said portion by vote of its county commissioners, city government or board of selectmen respectively.

Concurrence of Boston board of aldermen, etc., required.

SECTION 2. Said board shall have the same authority to determine the value of, and assess upon real estate the amount of betterments accruing to, said real estate by the locating and laying out of any roadway or boulevard herein authorized, as is conferred by chapter fifty-one of the Public Statutes upon boards of city or town officers authorized to lay out streets or ways, and the provisions of the first eight sections of said chapter, relating to ways, shall apply to such assessments by said board: *provided, however*, that no assessment shall be made upon any real estate except such as abuts upon the street from the laying out of which the betterment accrues; and *provided, further*, that no betterment or damages shall be assessed upon or paid to any city or town under this act.

Authority to assess betterments.

No assessment to be made except on land abutting on the street, etc.

No betterments to be assessed to cities and towns.

Appointment of clerks, police and other employees.

SECTION 3. In furtherance of the powers herein granted said board may appoint clerks, police and such other employees as it may from time to time find necessary for the purposes of this act, remove the same at pleasure, and make rules and regulations for the government and use of the roadways or boulevards under its care, breaches whereof shall be breaches of the peace, punishable as such in any court having jurisdiction of the same; and in addition said board shall have the same rights and powers over and in regard to the roadways or boulevards taken and constructed hereunder as are or may be vested in them in regard to other open spaces by said chapter four hundred and seven and acts in amendment thereof and in addition thereto, and shall also have such rights and powers in regard to the same as, in general, counties, cities and towns have over public ways under their control: *provided, however*, that nothing in this act contained shall be taken or held to affect or abridge the right of any city or town lying within said district to pursue and apprehend, as it lawfully may from time to time, any person or persons who commit within the limit of said city or town

Rules and regulations.

Breach of rules punishable, etc.

Board to have same powers over roadways as by 1893, c. 407, over open spaces, etc.

Right of cities and towns to arrest for breach of statutes, etc., not to be abridged.

Liability for defects in roadways.

Actions to be brought against commissioners.

Notices on whom to be served.

Sums recovered to be considered expenses of care, etc.

Power to repair and lease buildings.

Office accommodations, etc.

Annual reports.

Authority to counties, cities and towns to concur in taking.

any breach of any statute, ordinance or regulation. The liability arising out of any defect or want of repair in any roadway or boulevard maintained by said metropolitan park commission under this act, and the rights and remedies thereto appertaining, shall be in all respects the same as those provided by law in relation to the repairs of public ways and bridges, in chapter fifty-two of the Public Statutes and any acts passed from time to time in addition thereto or amendment thereof. Actions seeking to enforce such rights and remedies shall be brought against the commissioners as such, but there shall never be any personal liability on the part of them or any of them to any person injured as aforesaid by reason of such defect or want of repair. Notices required to be served upon the defendant in proceedings hereunder shall be served upon the chairman of the board or its secretary. All sums recovered against said commission under the foregoing provisions, together with any costs of suit and counsel fees, expenses and interest, shall be taken and held to be expenses of care and maintenance, within the intent and meaning of this act as hereinafter expressed and provided for. Said board may maintain in repair and lease buildings, together with land appurtenant thereto, upon any portion of the property at any time taken or acquired by it; and also may erect, maintain in repair and lease such buildings, with land appurtenant thereto, upon any property at any time under its control, as may fairly be necessary to serve the public uses for which such property is held. Said board shall have suitable office accommodations for its purposes, and shall keep the plans, documents, records and accounts of its doings at such office, and each year shall include a report of the same, with a full statement of receipts and disbursements hereunder in the report required by said chapter four hundred and seven.

SECTION 4. The board of aldermen of said city of Boston for the county of Suffolk, and all other counties lying partly within said district by vote of their county commissioners, the cities within said district by vote of their city governments, and the towns within said district by vote of their selectmen, are hereby respectively authorized and empowered to concur in any taking by said board, and thereby to transfer their rights in any streets or lands taken thereunder.

SECTION 5. Said board shall estimate and determine as near as may be all damages sustained by any person or corporation by the taking of land, or any right therein under this act; but any one aggrieved by such determination of the board may have such damages assessed by a jury of the superior court in the same manner as is provided by law with respect to damages sustained by reason of the laying out of ways. If upon trial damages are increased beyond the award of the board the aggrieved party shall recover costs, otherwise such party shall pay costs; and costs shall be taxed as in civil cases; but no suit for such damages shall be brought after the expiration of two years from the date of the recording of the taking, as required by the following section.

Damages.
Right to assessment of damages by a jury.

Right to bring suit — when expires.

SECTION 6. Within sixty days after any street, way, land or right therein is acquired or taken under this act, the board shall file and cause to be recorded in the proper registry of deeds, a description thereof sufficiently accurate for its identification, with a statement of the purpose for which the same is acquired or taken, which description shall be signed by a majority of said board.

Description of land taken for street, etc., to be recorded.

SECTION 7. To meet the expenses of taking and constructing said roadways or boulevards herein provided for, the treasurer and receiver general shall, with the approval of the governor and council, issue scrip or certificates of debt in the name of the Commonwealth and under its seal, to an amount not exceeding five hundred thousand dollars, for a term not exceeding forty years. Such scrip or certificates of debt shall be registered as bonds or with interest coupons attached, and shall bear interest not exceeding four per cent. per annum, payable on the first days of January and July in each year. Such scrip or certificates of debt shall be designated on the face as Metropolitan Parks Loan, Series Two; shall be countersigned by the governor, and shall be deemed a pledge of the faith and credit of the Commonwealth, and the principal and interest shall be paid at the times specified therein, in gold coin of the United States; and said scrip or certificates of debt shall be sold and disposed of at public auction or in such other mode and at such times and prices, and in such amounts and at such rates of interest, not exceeding the rate above-specified, as the governor and council shall deem best. The treasurer and receiver gen-

Issue of scrip to meet expenses of roadways.

To be called Metropolitan Parks Loan, Series Two.

Sale of scrip.

Sinking fund.

eral shall on issuing any of said scrip or certificates of debt establish a sinking fund and apportion an amount to be paid thereto each year sufficient with its accumulations to extinguish the debt at maturity. Any premium realized on the sale of said scrip or certificates of debt shall be applied to the payment of the interest on this loan as it accrues.

Premium.

Apportionment of one-half of roadway expenses, etc., to cities and towns by commissioners.

SECTION 8. The commissioners required to be appointed by section *eight* of said chapter four hundred and seven shall also, in the manner therein required, determine the proportion in which each of the cities and towns of the said district shall annually pay money into the treasury of the Commonwealth, during each of the five years next following the first issue of said scrip or certificates of debt, to meet one-half the interest and sinking fund requirements for each of said years, as estimated by the treasurer of the Commonwealth, and one-half the expense of care and maintenance, and one-half of the office and running expenses of said board occasioned by this act, as estimated by said board and certified to said treasurer, and one-half of any deficiency in the amount previously paid in, and shall then return their award into said court; and when said award shall have been accepted by said court the same shall be a final and conclusive adjudication of all matters herein referred to said commissioners and shall be binding on all parties. Before the expiration of said term of five years, and every five years thereafter, the commissioners then appointed under said section *eight* of said act shall, in the manner directed in said act, determine the proportion in which each of the cities and towns of said district shall annually pay money into the treasury of the Commonwealth as aforesaid, for the ensuing term of five years, and shall return their award into said court; and when said award shall have been accepted by said court the same shall be a final and conclusive adjudication of all matters herein referred to said commissioners and shall be binding on all parties. The remaining one-half of all said annual expenses shall be paid by the Commonwealth.

Award to be returned to Supreme Judicial Court.

Commissioners to be again appointed every five years.

Remaining one-half to be paid by the Commonwealth.

[NOTE.—“Section eight” referred to in the second and twentieth lines of above section is an error, and should read “section ten.”]

Estimate of annual expenses occasioned by this act.

SECTION 9. The metropolitan park commission shall annually estimate the expenses of preservation and necessary care of

said public reservations for the ensuing year, and the proportion of office and running expenses occasioned by the passage of this act, and certify the same to the treasurer, who shall apportion said expenses in the manner provided in the following section.

SECTION 10. The amount of money required each year from each city and town of the metropolitan parks district, to meet the interest, sinking fund requirement and expenses aforesaid for each year, and deficiency, if any, shall be estimated by the treasurer of the Commonwealth in accordance with the proportion determined as aforesaid, and shall be included in and made a part of the sum charged to such city or town and be assessed upon it in the apportionment and assessment of its annual state tax; and said treasurer shall in each year notify each city and town of the amount of such assessment, and the same shall be paid by the city or town into the treasury of the Commonwealth at the time required for the payment and as a part of its state tax. The amount of money required each year to meet the remaining one half of the interest, sinking fund requirement and expenses aforesaid for each year and deficiency, if any, shall be included in and made a part of the annual state tax levy.

Amount to be paid by cities and towns to be included in apportionment of state tax.

Remaining one-half to be included in annual state tax levy.

SECTION 11. The supreme judicial court shall have jurisdiction in equity to enforce the provisions of this act and shall fix and determine the compensation of all commissioners appointed by said court, whether under the provisions hereof or of said chapter four hundred and seven.

Jurisdiction of Supreme Judicial Court in regard to this act.

SECTION 12. This act shall take effect upon its passage.
[Approved April 21, 1894.]

Act authorizing Partial Taking of Location of Boston, Revere Beach and Lynn Railroad, and amending Acts of 1893, 407.

Acts of 1894, Ch. 483.

AN ACT TO AUTHORIZE THE COMMONWEALTH TO ACQUIRE THE LOCATION IN PART OF THE BOSTON, REVERE BEACH AND LYNN RAILROAD, AND TO AUTHORIZE A RELOCATION IN PART OF SAID RAILROAD.

Be it enacted, etc., as follows:

SECTION 1. The metropolitan park commission created by chapter four hundred and seven of the acts of the year eighteen

Authority to take land near or including

parts of Boston, Revere Beach and Lynn Railroad Company's location.

hundred and ninety-three is hereby further authorized and empowered, to the full extent of the Commonwealth's power of eminent domain, to take and acquire in the name and for the benefit of the Commonwealth, by the exercise hereunder of any of the powers named in said act and in the manner therein prescribed, all the right, title and interest of the public or any corporation or individual in, to or concerning, any of the land, flats or beach in the town of Revere lying along, upon or near, and including so much of, the present location and railroad of the Boston, Revere Beach and Lynn Railroad Company as said board may deem best, and to hold, maintain and care for the same as a park or public open space for exercise and recreation, in the manner prescribed in said act: *provided, however*, that said board shall not interfere with the operation of said railroad during a period of twelve months from the time of taking or acquiring any portion thereof.

Operation of railroad not to be interfered with for twelve months.

Damages.

SECTION 2. The damages sustained by said railroad company or by any other corporation or individual by reason of any taking or acquisition hereunder by said board, shall be estimated, determined, assessed and recovered in the manner provided in section seven of said chapter four hundred and seven of the acts of the year eighteen hundred and ninety-three.

Power to erect, etc., buildings, and make leases.

SECTION 3. Said board may erect, maintain in repair or lease such buildings, with land appurtenant thereto, as they may deem necessary, upon any property at any time lawfully held or controlled by them under the provisions of this act.

Amendment of Acts 1893, c. 407, § 9, increasing issue of scrip authorized.

SECTION 4. Section nine of said chapter four hundred and seven of the acts of the year eighteen hundred and ninety-three is hereby amended by inserting in the second line, after the word "act," the words:—and all other acts in amendment hereof and in addition hereto,—and by inserting in the sixth line, after the word "million," the words:—five hundred thousand,—so as to read as follows:—*Section 9.* To meet the expenses incurred under the provisions of this act and all other acts in amendment hereof and in addition hereto, the treasurer and receiver general shall, with the approval of the governor and council, issue scrip or certificates of debt in the name and behalf of the Commonwealth and under its seal, to an amount not exceeding one million five hundred thousand dollars, for a term not exceeding forty years. Said scrip or certificates of

debt shall be issued as registered bonds or with interest coupons attached, and shall bear interest not exceeding four per cent. per annum, payable semi-annually on the first days of January and July in each year. Such scrip or certificates of debt shall be designated on the face as the Metropolitan Parks Loan; shall be countersigned by the governor, and shall be deemed a pledge of the faith and credit of the Commonwealth, and the principal and interest shall be paid at the times specified therein in gold coin of the United States; and said scrip or certificates of debt shall be sold and disposed of at public auction or in such other mode and at such times and prices, and in such amounts and at such rates of interest, not exceeding the rate above-specified, as the governor and council shall deem best. The treasurer and receiver general shall, on issuing any of said scrip or certificates of debt, establish a sinking fund, and apportion an amount to be paid thereto each year sufficient with its accumulations to extinguish the debt at maturity. Any premium realized on the sale of said scrip or certificates of debt shall be applied to the payment of the interest on said loan as it accrues.

SECTION 5. After such taking or acquisition of its lands, railroad or location hereunder, said railroad company may, in accordance with the provisions of chapter one hundred and twelve of the Public Statutes and of all general laws then in force relating to the fixing of the route of railroads, the laying out of the same and the taking of lands and the payments of damages therefor, take a new location and necessary land and rights in land within the town of Revere, and construct, maintain and operate a new line of railroad outside of the lands taken or acquired by said board, in place of the portion of the location and railroad taken or acquired as aforesaid.

Railroad company authorized to take a new location and construct, etc., a new line of road.

SECTION 6. This act shall take effect upon its passage.
[Approved June 16, 1894.]

Act authorizing Additional Expenditure by the Metropolitan Park Commission for Open Spaces near the Charles River.

Acts of 1894, Ch. 509.

AN ACT TO AUTHORIZE THE METROPOLITAN PARK COMMISSION TO EXPEND A SUM OF MONEY IN ADDITION TO THE AMOUNTS HERETOFORE AUTHORIZED, FOR OPEN SPACES ALONG OR NEAR THE CHARLES RIVER.

Be it enacted, etc., as follows :

Authority to
expend addi-
tional sum for
open spaces
near the Charles
river.

\$300,000.

Authority to
issue new scrip,
etc.

SECTION 1. The metropolitan park commission, for the purpose of acquiring and making available, under chapter four hundred and seven of the acts of the year eighteen hundred and ninety-three, open spaces for exercise and recreation along or near the Charles river, from the Essex street bridge, so-called, at Cottage Farms, towards the source of the river, may expend the sum of three hundred thousand dollars in addition to any and all sums hitherto authorized to be expended by them by said act and by all acts in addition thereto or in amendment thereof; and to meet the expenses incurred hereunder, the treasurer and receiver general shall issue a corresponding amount of scrip or certificates of indebtedness as an addition to the metropolitan parks loan, and establish a sinking fund to provide for the same; said scrip or certificates of indebtedness to be issued and said sinking fund to be established, assessed and collected in accordance with the provisions of sections nine, ten, eleven and twelve of chapter four hundred and seven of the acts of the year eighteen hundred and ninety-three, as far as applicable hereto.

Amendment of
1893, c. 407,
striking out
proviso in § 11.

SECTION 2. Said act is hereby amended by striking out section eleven and inserting in place thereof the following:—
Section 11. The metropolitan park commission shall annually estimate and certify to the auditor the expenses of preservation and necessary care of said public open spaces for the ensuing year, which expenses shall be apportioned by the treasurer and receiver general in the manner provided in the following section. [Approved June 22, 1894.

**Act requiring Submission of Plans for Improvement of
Upper Part of Charles River.**

Acts of 1894, Ch. 529.

AN ACT TO REQUIRE THE JOINT BOARD ON THE IMPROVEMENT OF
CHARLES RIVER TO SUBMIT PLANS FOR THE IMPROVEMENT OF
THE UPPER PART OF SAID RIVER.

Be it enacted, etc., as follows:

SECTION 1. The board of metropolitan park commissioners, established under the provisions of chapter four hundred and seven of the acts of the year eighteen hundred and ninety-three, and the state board of health, sitting as a joint board, shall investigate the sanitary condition and prepare plans for the improvement of the Charles river and its banks, from the line between Waltham and Watertown, and Mother brook in Dedham, and for the removal of any nuisances therefrom, and report with their recommendations to the next general court on or before the first Wednesday in February.

Board of Metro-
politan Park
Commissioners
and State Board
of Health to
prepare plans
for improve-
ment of the
Charles river,
etc.

Report to
general court.

SECTION 2. Said joint board may employ engineers and experts and incur such expenses as may be necessary to carry out the provisions of this act, and may expend for such purpose a sum not exceeding three thousand dollars. All bills shall be approved and filed with the auditor, and allowed in the same manner as other claims against the Commonwealth.

Expenses.

SECTION 3. This act shall take effect upon its passage.

[*Approved June 28, 1894.*]

**Act making Appropriations for the Metropolitan Parks
Loan Sinking Fund, etc.**

Acts of 1895, Ch. 18.

AN ACT MAKING APPROPRIATIONS FOR THE MEDFIELD INSANE ASYLUM LOAN SINKING FUND AND THE METROPOLITAN PARKS LOAN SINKING FUND.

Be it enacted, etc., as follows:

SECTION 1. The sums hereinafter mentioned are appropriated, to be paid out of the treasury of the Commonwealth from the ordinary revenue, for the purposes specified, to wit:—

Appropriation
of certain sums.

For the Medfield insane asylum loan sinking fund, as provided for in section one of chapter three hundred and ninety-one

of the acts of the year eighteen hundred and ninety-four, being the estimate of the treasurer and receiver general, the sum of fourteen thousand six hundred and sixty dollars.

For the metropolitan parks loan sinking fund.

For the metropolitan parks loan sinking fund, towards retiring the scrip issued, known as series two, as provided for in chapter two hundred and eighty-eight of the acts of the year eighteen hundred and ninety-four, being the estimate of the treasurer and receiver general, the sum of thirty-three hundred and fifty dollars.

SECTION 2. This act shall take effect upon its passage.
[Approved February 8, 1895.]

Act amending Acts of 1893, 407, in relation to Boundaries of the Middlesex Fells Reservation.

Acts of 1895, Ch. 272.

AN ACT CHANGING THE LIMITS WITHIN WHICH LAND MAY BE TAKEN BY THE METROPOLITAN PARK COMMISSION WITHIN THE CITY OF MEDFORD.

Be it enacted, etc., as follows:

Amendment of 1893, c. 407, changing the boundaries of certain lands in Medford which may not be taken for park purposes.

Section four of chapter four hundred and seven of the acts of the year eighteen hundred and ninety-three is hereby amended by striking out in the twenty-fifth, twenty-sixth, twenty-seventh and twenty-eighth lines, the words “the southerly base of Pine hill, northwesterly through the southern end of the dam of the south reservoir of the town of Winchester, and extended to the western boundary of said fells, so-called; nor”, and inserting in place thereof the words:—the westerly line of Forest street, north fifty-three degrees west, through a point three hundred feet south of the southerly base of Pine hill, and thence in the same course two thousand two hundred and seventy feet to a point at or near Meeting-house brook, so-called; thence north twenty-five degrees west, two thousand two hundred and eighty feet to a point; thence north fifty-four degrees west, eight hundred and thirty feet to a point; and thence north thirty-three degrees west, to the boundary line of the town of Winchester; nor east of said westerly line of Forest street and, —so as to read as follows:—*Section 4.* Said board shall have power to acquire, maintain and make available to the inhabitants of said district open spaces for exercise and recreation;

and to this end, acting so far as may be in consultation with the proper local boards, shall be authorized to take, in fee or otherwise, in the name and for the benefit of the Commonwealth, by purchase, gift, devise or eminent domain, lands and rights in land for public open spaces within said district, or to take bonds for the conveyance thereof; and to preserve and care for such public reservations, and also, in the discretion of said board and upon such terms as it may approve, such other open spaces within said district as may be entrusted, given or devised to said board or to the Commonwealth, by the United States, or by cities, towns, corporations or individuals, for the general purposes of this act, or for any one or more of such purposes as the donor may designate: *provided, however*, that no private property taken for the purpose of this act shall be taken under the right of eminent domain without the concurrence of a majority of the board and of the board of park commissioners, if any, of the city or town in which such property is situated; *provided, further*, that no land shall be taken by the right of eminent domain in that part of the city of Medford known as the Middlesex Fells, southerly of a line drawn from the westerly line of Forest street, north fifty-three degrees west, through a point three hundred feet south of the southerly base of Pine hill, and thence in the same course two thousand two hundred and seventy feet to a point at or near Meeting-house brook, so-called; thence north twenty-five degrees west, two thousand two hundred and eighty feet to a point; thence north fifty-four degrees west, eight hundred and thirty feet to a point; and thence north thirty-three degrees west, to the boundary line of the town of Winchester; nor east of said westerly line of Forest street and southerly of a line drawn from said southerly base of Pine hill, east to the eastern boundary of said fells; *provided, further*, that said board shall not take by purchase or right of eminent domain, under this act, any land or other property to an amount exceeding in value in the aggregate, with land or other property previously taken by purchase or eminent domain hereunder, ninety per centum of the total amount appropriated by the legislature or contributed by individuals or corporations for that purpose, *provided, further*, that nothing in this act shall be construed to limit existing rights of any city or town in relation to water supply purposes,

Area of ex-
cepted parcel
limited.

or in any way obstruct their taking advantage of such rights. In furtherance of the powers herein granted, said board may employ a suitable police force, make rules and regulations for the government and use of the public reservations under their care, and for breaches thereof affix penalties not exceeding twenty dollars for one offence, to be imposed by any court of competent jurisdiction; and in general may do all acts needful for the proper execution of the powers and duties granted to and imposed upon said board by the terms of this act. Said board shall also have power to expend such funds, whether principal or income, as may be given in trust, as provided for in section five. [*Approved April 12, 1895.*]

Consolidation of Sinking Funds.

Acts of 1895, Ch. 283.

AN ACT RELATIVE TO THE METROPOLITAN PARKS LOANS SINKING FUNDS.

Be it enacted, etc., as follows:

Consolidation
of sinking funds
created by 1893,
c. 407, 1894, c.
483 and c. 509,
and 1894, c. 288.

SECTION 1. The treasurer and receiver general is hereby authorized to consolidate the sinking funds established for the payment of the metropolitan parks loan, issued under the provisions of chapter four hundred and seven of the acts of the year eighteen hundred and ninety-three and chapters four hundred and eighty-three and five hundred and nine of the acts of the year eighteen hundred and ninety-four, and for the payment of the metropolitan parks loan, series two, issued under the provisions of chapter two hundred and eighty-eight of the acts of the year eighteen hundred and ninety-four, into one sinking fund, to be known as the Metropolitan Parks Loans Sinking Fund.

SECTION 2. This act shall take effect upon its passage. [*Approved April 17, 1895.*]

Additional Act relative to Revere Beach, Levy of Betterments, etc.

Acts of 1895, Ch. 305.

AN ACT RELATIVE TO THE TAKING, BY THE METROPOLITAN PARK COMMISSION, OF REVERE BEACH, SO-CALLED, IN THE TOWN OF REVERE.

Be it enacted, etc., as follows:

SECTION 1. The metropolitan park commission, created by chapter four hundred and seven of the acts of the year eighteen hundred and ninety-three, for the purpose of carrying out the provisions of said act and of any acts in amendment thereof or in addition thereto, including chapter four hundred and eighty-three of the acts of the year eighteen hundred and ninety-four, may expend the further sum of five hundred thousand dollars, in addition to all sums hitherto authorized to be expended by it; and to meet any expenditure under the authority of this act the treasurer and receiver general shall issue a corresponding amount of scrip or certificates of indebtedness as an addition to the metropolitan parks loan, and establish a sinking fund to provide for the same; said scrip or certificates of indebtedness to be issued and said sinking fund to be established, assessed and collected in accordance with the provisions of sections nine, ten, eleven and twelve of said chapter four hundred and seven.

Authority to
expend \$500,000
in addition to
previous sums.

Issue of scrip.

SECTION 2. If any portion of its present location and property is taken by the metropolitan park commission under the provisions of chapter four hundred and eighty-three of the acts of the year eighteen hundred and ninety-four the Boston, Revere Beach and Lynn Railroad Company, authorized by section five of said act to take a new location within the town of Revere, is hereby further authorized and empowered, for the purpose of carrying out the provisions of said act and all acts in amendment thereof and in addition thereto, to take and acquire any portion of the location and property of the Boston and Maine Railroad within the town of Revere, and to construct, maintain and operate a new line of railroad thereon, in accordance with the provisions of section five of said act: *provided, however,* that said Boston, Revere Beach and Lynn Rail-

Boston, Revere
Beach and Lynn
Railroad Com-
pany authorized
to take location,
etc., of Boston
and Maine Rail-
road in Revere.

Proviso.

road Company shall not interfere with the operation of said Boston and Maine Railroad during the period of six months from the time of taking or acquiring any portion of its location and property hereunder.

Boston and
Maine Railroad
may take new
location.

SECTION 3. If any portion of the location and property of the Boston and Maine Railroad is taken by the Boston, Revere Beach and Lynn Railroad Company under the provisions of this act, or under any provisions of law, said Boston and Maine Railroad is hereby authorized and empowered, in accordance with the provisions of chapter one hundred and twelve of the Public Statutes and of all general laws then in force relating to the fixing of the route of railroads, the laying out of the same and the taking of lands and payment of damages therefor, to take and acquire a new location and necessary land and rights in land within said town of Revere, and not a part of the lands taken or acquired by said commission as an open space, and also to construct, maintain and operate a new line of railroad outside of the lands taken or acquired by said Boston, Revere Beach and Lynn Railroad Company, in place of the portion of the location and railroad taken or acquired as aforesaid.

May operate
new line of rail-
road.

Compensation
for damages.

SECTION 4. The Commonwealth shall compensate said railroad companies and each of them for all damages sustained and expenses incurred by them and each of them by reason of any acts done under the authority of this chapter or of chapter four hundred and eighty-three of the acts of the year eighteen hundred and ninety-four; said damages and expenses to be determined by agreement between said parties and each of them, and said board, and in case of disagreement, then to be determined by a commission of three disinterested persons to be appointed by a justice of the supreme judicial court, or to be determined by a jury in the superior court for the county of Suffolk, upon petition of any interested party.

Commission or
jury trial in case
of disagree-
ment.

Authority to
levy better-
ments.

SECTION 5. The metropolitan park commission shall have the same authority to determine the value of and assess upon real estate the amount of betterments accruing to said real estate by reason of any taking by said commission under any provisions of law, of land for open spaces for exercise and recreation, which is conferred upon boards of park commissioners in towns and cities by section seven of chapter one hundred

and fifty-four of the acts of the year eighteen hundred and eighty-two.

SECTION 6. This act shall take effect upon its passage.
[Approved April 24, 1895.]

Act granting Additional Powers.

Acts of 1895, Ch. 450.

AN ACT RELATIVE TO THE METROPOLITAN PARK COMMISSION.

Be it enacted, etc., as follows:

SECTION 1. The metropolitan park commission may, for all purposes not inconsistent with the purposes specified in the act establishing said commission, and acts in amendment thereof and in addition thereto, erect, maintain and care for buildings, and, by deed executed, acknowledged and recorded according to the laws of the Commonwealth, grant or accept and assent to any deed containing reservations of easements, rights of way and privileges in life estates, estates for the life of another and estates for years, including leases in, upon, under and over any portion of the lands now or hereafter taken or acquired by it, all for such considerations and rentals and upon such terms, restrictions, provisions or agreements as said commission may deem best. Said commission may remove or sell at public or private sale surplus earth, rock, ice, wood, hay, standing grass, old buildings and materials, and fix the price and terms thereof, collect the money due therefrom, and sue to recover or enforce the same in the courts of the Commonwealth. All moneys received therefrom in each year shall be accounted for and paid to the treasurer and receiver general by said commission.

Power to erect,
etc., buildings.

To create easements, life estates, etc., leases.

To sell personal property.

Proceeds of sales.

Authority to abandon lands taken.

SECTION 2. Said commission, with the concurrence of a majority of the board of park commissioners, if any, of the city or town in which the property is situated, may, by deed executed, acknowledged and recorded according to the laws of the Commonwealth, accompanied by plan or survey, also to be recorded, abandon any portion of the lands or rights in land taken or acquired by it, and said abandonment shall revert the title thereof, as if never taken, in the persons, their heirs and assigns, in whom it was vested at the time of taking. If a

Abandonment,
how ratified
if local park
commissioners
refuse concurren-
ce.

May be pleaded
in reduction of
damages.

Sale of real
estate taken.

Deed.

Ratification
where concurren-
ce refused.

majority of said commission vote to abandon any portion of the lands or rights in land taken or acquired by it and the board of park commissioners of the city or town in which such property is situated refuse or fail to concur with said commission within fourteen days from the giving of written notice of such vote to such board of park commissioners, then in such case said commission, upon notice in writing of not less than seven days to such board of park commissioners, may appear before the governor and council and ask for the concurrence of the governor and council in such abandonment; and if the governor and council after a hearing thereon concur in such abandonment the same shall have full force and effect. The said abandonment may be pleaded in reduction of damages in any suit therefor on account of such taking. Said commission, with the concurrence of the majority of the board of park commissioners, if any, in the city or town in which the property is situated, may at any time sell at public or private sale any portion of the lands or rights in land, the title to which has been taken or received or acquired and paid for by it, and may, with the concurrence of such board of park commissioners, execute and acknowledge a deed thereof, with or without covenants of title and warranty, all in the name and behalf of the Commonwealth, to the purchaser, his heirs and assigns, and deposit said deed with the treasurer and receiver general of the Commonwealth, together with a certificate of the terms of sale and price paid or agreed to be paid at such sale; and said treasurer and receiver general, upon receipt of said price and upon the terms agreed in said deed, shall deliver the same to said purchaser. If a majority of said commission vote to sell any portion of the lands or rights in land taken or acquired by it and the board of park commissioners in the city or town in which such property or right in property is situated refuses or fails to concur with said commission within fourteen days from the giving of written notice of such vote to such board of park commissioners, then and in such case said commission, upon notice in writing of not less than seven days to such board of park commissioners, may appear before the governor and council and ask for the concurrence of the governor and council in such sale; and if the governor and council after a hearing thereon concur in such sale it

shall have full force and effect. The treasurer and receiver general may by the attorney-general sue for and collect the price and enforce the terms of any such sale.

Treasurer may sue for price of sale.

SECTION 3. Said commission may accept and maintain as a portion of the public reservations, under the provisions of the act establishing said commission, and acts in amendment thereof and in addition thereto, including this act, any lands or rights in land which may be given to the Commonwealth, provided such lands lie within the limits of the metropolitan parks district, or without such limits but immediately contiguous thereto.

Power to accept, etc., lands given to the Commonwealth.

SECTION 4. Said commission shall have the same power and authority to determine the value of and assess upon real estate the amount of betterments accruing to said real estate by reason of any taking made by said commission under the provisions of law, of land for open spaces for exercise and recreation, as is now conferred upon boards of park commissioners in cities and towns by section seven of chapter one hundred and fifty-four of the acts of the year eighteen hundred and eighty-two in regard to the location and laying out of parks; and shall also have full power and authority to abate such proportion of any assessment for betterments made by it hereunder as it shall deem just and expedient; and also to authorize the treasurer and receiver general of the Commonwealth to refund to the proper person or persons the amount of such abatement of any assessment already paid.

May levy betterments.

SECTION 5. The treasurer and receiver general shall pay into the metropolitan parks loans sinking fund all moneys received under the provisions of this act.

Disposition of moneys received.

SECTION 6. The secretary of the metropolitan park commission, or such other person as said board may designate, may have advanced to him from the money in the treasury of the Commonwealth known as the metropolitan parks loan such sums, not exceeding ten thousand dollars at any time, as the auditor may certify to be necessary to enable said board to make direct payment upon its pay rolls and other accounts. The person so designated by said board shall give a bond with sufficient sureties, to be approved by the auditor of the Commonwealth, in the sum of ten thousand dollars. As soon as

Certain sums may be advanced for payment on pay rolls, etc.

Bond.

Account to be rendered to auditor.

may be after expending such advance, and in any case within thirty days from its receipt, the person who has received the money from the Commonwealth under the provisions of this act shall file with the auditor a statement in detail of the sums expended subsequent to the previous accounting, approved by the board, if any, authorized to supervise such expenditure, and, where it is practicable to obtain them, accompanied by receipts or other like vouchers of the persons to whom the payments have been made.

Publication of rules and regulations.

SECTION 7. Said commission shall publish the rules and regulations made by it from time to time. Said publication shall be made at least six times in at least three newspapers printed and published in each county which is wholly or in part within said metropolitan parks district, and such publication shall be sufficient notice to all persons. The sworn certificate of any member of said commission, or of its secretary, that said rules and regulations have been published as herein provided, shall be prima facie evidence thereof. A copy of said rules and regulations, attested by any member of said commission or by its secretary, shall be prima facie evidence that said rules and regulations have been made by said commission, as provided by law.

Penalty for violation of rules and regulations.

SECTION 8. Whoever violates any rule or regulation lawfully made by said commission shall be punished by a fine not exceeding twenty dollars.

Powers of park police defined.

SECTION 9. The police appointed or employed by said commission in accordance with the provisions of chapter four hundred and seven of the acts of the year eighteen hundred and ninety-three and chapter two hundred and eighty-eight of the acts of the year eighteen hundred and ninety-four shall have all the powers of police officers and constables for the maintenance of the public peace upon any lands, roadways or boulevards under its care, and upon any roadways passing through or bordering upon said lands.

Authority to employ counsel.

SECTION 10. Said commission may employ counsel to advise, assist and represent it; and such counsel, if approved by the district attorney for any county within the park district, shall have full power and authority to represent the interests of the Commonwealth in the superior court in such county in all matters arising under said acts or any of them, or under this

Their powers.

act; and, if approved by the attorney-general, shall have full power and authority to represent the interests of the Commonwealth in the supreme judicial court in all matters arising under said acts or any of them, or under this act.

SECTION 11. The secretary of the Commonwealth shall on the request of said commission certify in writing under the seal of the Commonwealth the names of the commissioners or of their secretary, and such certificates shall be sufficient prima facie evidence for any and all purposes. [*Approved June 3,* 1895.

Certification of
names of com-
missioners, etc.

Certificates
prima facie evi-
dence.

LIST OF TAKINGS.

Beaver Brook Reservation.

No. of Plan.	SECTION.	CITY OR TOWN.	Date of Taking.	Date of Record.	County, Book and Page.
1	Waverley Oaks Section, . . .	Waltham and Belmont,	Nov. 3, 1893,	Nov. 22, 1893,	Middlesex So. D., 2237-379.
2	North Section, . . .	"	Dec. 1, 1893,	Dec. 20, 1893,	" " 2242-473.

Blue Hills Reservation.

3	Western Section, . . .	Canton and Milton, .	Dec. 12, 1893,	Dec. 19, 1893,	Norfolk, . . . 705-101.
4	West Middle Section, . . .	Milton and Quincy, .	Jan. 5, 1894,	Feb. 3, 1894,	" . . . 707-341.
5	East Middle Section, . . .	" . . .	Dec. 29, 1893,	Jan. 27, 1894,	" . . . 707-119.
6	Eastern Section, . . .	Quincy, . . .	Dec. 29, 1893,	Jan. 23, 1894,	" . . . 706-601.
19	Additions to four preceding sections,	Milton and Braintree, .	Jan. 10, 1895,	Feb. 28, 1895,	" . . . 730-601.
20	Pine Tree Brook Entrance, . . .	Milton, . . .	Mar. 21, 1895,	May 1, 1895,	" . . . 734-581.
27	Braintree Entrance, . . .	Braintree, . . .	Mar. 28, 1895,	May 6, 1895,	" . . . 735-141.
33	West Street Entrance, . . .	Quincy, . . .	May 8, 1895,	June 21, 1895,	" . . . 739-8.
34	Harland Street Entrance, . . .	Milton, . . .	Oct. 7, 1895,	Oct. 15, 1895,	" . . . 746-308.

Middlesex Fells Reservation.

7	East Section, . . .	Stoneham, Melrose, Malden and Medford, .	Feb. 2, 1894,	Mar. 1, 1894,	Middlesex So. D., 2257-1.
8	Spot Pond Section, . . .	Stoneham, . . .	Feb. 2, 1894,	Mar. 1, 1894,	" " 2257-11.

9	West Section,	Medford, Stoneham and Winchester,	Feb. 2, 1894, Dec. 20, 1894, Nov. 30, 1894, Nov. 13, 1895, Dec. 18, 1895,	Mar. 1, 1894, Dec. 21, 1894, Dec. 21, 1894, Nov. 21, 1895, —	" " " " —	2257-14. 2331-1. 2331-6. 2418-487. —
17	Bears' Den Entrance,	Malden and Medford, Malden,	Feb. 2, 1894, Dec. 20, 1894, Nov. 30, 1894, Nov. 13, 1895, Dec. 18, 1895,	Mar. 1, 1894, Dec. 21, 1894, Dec. 21, 1894, Nov. 21, 1895, —	" " " " —	2257-14. 2331-1. 2331-6. 2418-487. —
18	Summer Street Entrance,	Malden,	Feb. 2, 1894, Dec. 20, 1894, Nov. 30, 1894, Nov. 13, 1895, Dec. 18, 1895,	Mar. 1, 1894, Dec. 21, 1894, Dec. 21, 1894, Nov. 21, 1895, —	" " " " —	2257-14. 2331-1. 2331-6. 2418-487. —
45	West Section, southwest boundary, addition,	Medford,	Feb. 2, 1894, Dec. 20, 1894, Nov. 30, 1894, Nov. 13, 1895, Dec. 18, 1895,	Mar. 1, 1894, Dec. 21, 1894, Dec. 21, 1894, Nov. 21, 1895, —	" " " " —	2257-14. 2331-1. 2331-6. 2418-487. —
47	West Section, Forest Street addition, addition,	"	Feb. 2, 1894, Dec. 20, 1894, Nov. 30, 1894, Nov. 13, 1895, Dec. 18, 1895,	Mar. 1, 1894, Dec. 21, 1894, Dec. 21, 1894, Nov. 21, 1895, —	" " " " —	2257-14. 2331-1. 2331-6. 2418-487. —
<i>Middlesex Fells Parkway.</i>						
22	Malden Section,	Malden,	Mar. 21, 1895, April 18, 1895,	April 12, 1895, June 15, 1895,	Middlesex So. D., "	2354-410. 2375-539.
23	Medford Section,	Medford,	Mar. 21, 1895, April 18, 1895,	April 12, 1895, June 15, 1895,	Middlesex So. D., "	2354-410. 2375-539.
<i>Mystic Valley Parkway.</i>						
31	Winchester Section,	Winchester,	April 18, 1895,	June 15, 1895,	Middlesex So. D.,	2375-546.
32	Medford Section,	Arlington, Medford and Winchester,	April 18, 1895, Nov. 6, 1895, Jan. 15, 1896, Jan. 29, 1896,	June 15, 1895, Nov. 13, 1895, — —	" " " "	2375-521. 2415-500. — —
37	N. W. boundary, addition,	Winchester,	April 18, 1895, Nov. 6, 1895, Jan. 15, 1896, Jan. 29, 1896,	June 15, 1895, Nov. 13, 1895, — —	" " " "	2375-521. 2415-500. — —
48	Mystic Lakes, addition,	Winchester,	April 18, 1895, Nov. 6, 1895, Jan. 15, 1896, Jan. 29, 1896,	June 15, 1895, Nov. 13, 1895, — —	" " " "	2375-521. 2415-500. — —
49	Eastern boundary, two additions,	Medford,	April 18, 1895, Nov. 6, 1895, Jan. 15, 1896, Jan. 29, 1896,	June 15, 1895, Nov. 13, 1895, — —	" " " "	2375-521. 2415-500. — —
<i>Stony Brook Reservation.</i>						
10	Hyde Park Section,	Hyde Park,	April 30, 1894,	June 27, 1894,	Norfolk,	716-83.
14	Hyde Park Section (addition to pre- ceding),	"	Sept. 6, 1894,	Oct. 19, 1894,	"	723-41.

Stony Brook Reservation—Concluded.

No. of Plan.	SECTION.	CITY OR TOWNS.	Date of Taking.	Date of Record.	County, Book and Page.
11	Middle Section,	Boston,	April 30, 1894,	June 27, 1894,	Suffolk, . . . 2208-180.
15	Boston Section (addition to preceding),	"	Sept. 6, 1894,	Oct. 19, 1894,	" . . . 2231-473.
12	Bellevue Section,	"	April 30, 1894,	June 27, 1894,	" . . . 2208-182.

West Roxbury Parkway.

13	Bellevue Hill Section (addition to No. 12),	Boston,	Nov. 30, 1894,	Dec. 15, 1894,	Suffolk, . . . 2244-120.
16	Centre Street Section,	"	Nov. 30, 1894,	Dec. 15, 1894,	" . . . 2244-113.

Charles River Reservation.

24	N. Side, hospital to cemetery,	Cambridge,	April 18, 1895,	June 15, 1895,	Middlesex So. D., 2375-536.
25	" " cemetery to arsenal,	Watertown,	April 18, 1895,	June 15, 1895,	" " " 2375-532.
26	" " N. Beacon Street to River-side Street,	"	April 18, 1895,	June 15, 1895,	" " " 2375-528.
29	S. Side, Cambridge Street to N. Harvard Street,	Boston,	April 18, 1895,	June 15, 1895,	Suffolk, . . . 2285-196.
28	" " Longfellow Meadows to Western Avenue,	"	April 18, 1895,	June 15, 1895,	" . . . 2285-193.
30	" " Abattoir to Nonantum Street,	Boston and Newton,	April 18, 1895,	June 15, 1895,	" " " 2285-200.
					} Middlesex So. D., 2375-554.

Revere Beach Reservation.

35	Strathmore Hotel, etc., . . .	Revere, . . .	April 29, 1895,	April 30, 1895,	Suffolk, . . .	. 2272-603.
38	Pontos Avenue to Bath Street, . . .	" . . .	Sept. 4, 1895,	Sept. 10, 1895,	" . . .	. 2304 257.
39	Bath Street to Revere Street, . . .	" . . .	Sept. 4, 1895,	Sept. 10, 1895,	" . . .	. 2304-261.
40	Revere Street to Point of Pines, . . .	" . . .	Sept. 4, 1895,	Sept. 10, 1895,	" . . .	. 2304-265.
41	Point of Pines land, . . .	" . . .	Sept. 4, 1895,	Sept. 10, 1895,	" . . .	. 2304-268.

Hemlock Gorge Reservation.

42	Worcester, Boylston and Ellis streets and Central Avenue, . . .	Newton, Needham and Wellesley, . . .	Sept. 4, 1895,	Sept. 17, 1895,	{ Norfolk, . . . Middlesex So. D, 2392-483.	. 744-461.
51	Addition to preceding, Central Avenue, . . .	Newton, . . .	Feb. 5, 1896,	- - -		

King's Beach Reservation.

36	Swampscott Section, Humphrey Street, . . .	Swampscott, . . .	Oct. 2, 1895,	Oct. 8, 1895,	Essex So. D., 1459-31.
50	Addition to preceding, Ocean Street,	Lynn, . . .	Feb. 5, 1896,	- - -		

LIST OF ABANDONMENTS.

No. of Plan.	RESERVATION, SECTION, ETC.	CITY OR TOWN.	Date of Abandonment.	Date of Record.	County, Book and Page.
43	Middlesex Fells, east section, land of Boston Rubber Shoe Co., . . .	Melrose, . . .	Oct. 7, 1895,	Nov. 25, 1895,	Middlesex So. D., 2419-84.
44	Middlesex Fells, east section, land on Washington Street, Wyoming Avenue, etc., . . .	Melrose and Stoneham,	Oct. 23, 1895,	Dec. 3, 1895,	" " 2421-281.
—	Middlesex Fells, west section, land of Arthur L. Wyman, . . .	Winchester, . . .	Sept. 6, 1895,	Oct. 24, 1895,	" " 2411-201.
—	Middlesex Fells, west section, land of Frank W. Kaan, . . .	" . . .	Sept. 6, 1895,	Oct. 24, 1895,	" " 2411-207.
—	Middlesex Fells, west section, land taken from Chas. S. Maekenzie (deed to O. L. Thompson), . . .	" . . .	Sept. 11, 1895,	Sept. 21, 1895,	" " 2400-23.
46	Middlesex Fells Parkway, land of M. S. O'Donnell, . . .	Malden, . . .	Nov. 13, 1895,	Nov. 20, 1895,	" " 2415-510.
37	Mystic Valley Parkway, land of Chas. T. Symmes, . . .	Winchester, . . .	Oct. 7, 1895,	Nov. 13, 1895,	" " 2415-503.
52	Mystic Valley Parkway, land of Chas. T. Symmes, . . .	" . . .	Jan. 29, 1896,	—	—

Commonwealth of Massachusetts.

SUPREME JUDICIAL COURT.

SUFFOLK COUNTY.

No. 4478.

IN EQUITY.

In the matter of the petition of CHARLES FRANCIS ADAMS *et al.*,
Metropolitan Park Commissioners, for appointment of commissioners to determine payments by cities and towns, under Acts of 1893, chapter 407.

DECREE.

And now, upon the above-entitled petition, it appearing to the court that due notice thereof was given to all cities and towns, respondents, according to the order of the court, and in accordance with the recommendations made to the court by a meeting of the several respondents held after due notice, no person objecting, it is ordered that William C. Endicott of Salem, Charles W. Clifford of New Bedford and Hiram P. Harriman of Wellfleet be and they are hereby appointed commissioners, under section 10 of chapter 407 of the Acts of the year 1893, to determine the proportion in which each of the cities and towns named in the said act shall annually pay money into the treasury of the Commonwealth for the term of five years next following the year of the first issue of scrip or certificates, as provided for by said act, to meet the interest and sinking fund requirements for each of said years, as estimated by the treasurer of the Commonwealth, and to meet the expenses of preservation and necessary care of said public reservations, as estimated by said Board and certified to said treasurer, and any deficiency in the amount previously paid in, as found by said treasurer; and to do and perform all the other duties prescribed for them by said act, and to exercise all the powers thereby and by law reposed upon the said commissioners, as provided for by said act and hereby appointed.

By the court,

JOHN NOBLE, *Clerk.*

MAY 28, 1894.

A true copy. Attest: JOHN NOBLE, *Clerk.*

The commissioners, William C. Endicott, Charles W. Clifford and Hiram P. Harriman, appointed by the court upon the above-entitled petition as commissioners, under section 1 of chapter 407 of the Acts of the year 1893, to determine, in such manner as they should deem just and equitable, the proportion in which each of the cities and towns named in said act shall annually pay money into the treasury of the Commonwealth for the term of five years next following the year of the first issue of scrip or certificates, as provided for by said act for the purposes therein set forth, and to perform all other duties prescribed for them thereby, appointed a time and place for hearing all the parties interested in the matters submitted to their determination, and gave due notice thereof to the attorney-general, to the treasurer of the Commonwealth, to the Board of Park Commissioners and to each of the cities and towns named in said act. And all said cities and towns by their respective officers or counsel have attended at the time and place appointed for said hearing, or at the adjournments thereof, with such witnesses and evidence as they saw fit to produce, and were heard by all of said commissioners. Said public hearings were held at the court house in Boston on the sixteenth day of July and fourteenth day of November, 1894, on which latter day the hearing was adjourned to the third day of December, 1894.

In the month of November, 1894, after said adjournment, Hon. William C. Endicott resigned his position on said commission. His resignation was accepted, and George F. Richardson was appointed commissioner to fill the vacancy occasioned by such resignation, and to do and perform all the duties prescribed for said commissioners by said act, and to exercise all the powers thereby and by law reposed in said commissioners, as provided for by said act. The order of the court filling said vacancy is as follows:—

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS.

SUPREME JUDICIAL COURT.

CHARLES F. ADAMS *et als.*, *Comm'rs, etc., Petitioners, etc.*

In the above-entitled case, upon the petition of Charles Francis Adams and others, Metropolitan Park Commissioners, filed Nov. 27, 1894, praying "for the appointment of a commissioner as successor to, and to fill the vacancy occasioned by, the resignation of Honorable William C. Endicott, heretofore appointed" by this court "one of the commissioners to perform the duties prescribed by said act," chapter 407 of the Acts of 1893,—

It is *Ordered*, That Hon. George F. Richardson of Lowell be and he hereby is appointed a commissioner to fill the vacancy occasioned by the resignation of Hon. William C. Endicott and to do and perform all the

duties prescribed for said commissioners by said act, and to exercise all the powers thereby and by law reposed in said commissioners, as provided for by said act.

By the court,

JOHN NOBLE, *Clerk*.

Nov. 28, 1894.

A true copy. Attest: JOHN NOBLE, *Clerk*.

On the 3d of December, 1894, being the day to which the hearing had been adjourned, the newly appointed commissioner attended, and from and including said day sat and acted with his associates, Messrs. Clifford and Harriman.

The stenographer's report of the proceedings at the two prior hearings was submitted to and read by Mr. Richardson, to which no objection was made, and it was considered by him with the same effect as if he had been present at such previous hearings acting as one of the commissioners.

AWARD OF COMMISSIONERS.

The undersigned, George F. Richardson, Charles W. Clifford and Hiram P. Harriman, duly appointed commissioners in the manner, under the authority and for the purposes hereinbefore enumerated, and, in addition to the duties so imposed, being required by section 13 of chapter 288 of the Acts of 1894 to determine in such manner as we shall deem just and equitable the proportion in which each of the cities and towns of the metropolitan parks district shall annually pay money into the treasury of the Commonwealth for the term of five years next following the year of the first issue of the scrip or certificates therein named for the purposes therein set forth, and to perform all the other duties, and to exercise all powers imposed by law upon them, have attended to the duties assigned to them, and now make the following report:—

That we appointed a time and place for hearing all parties interested in the matters submitted to our determination, and due notice thereof was given, as hereinbefore fully set forth, and that such of said cities and towns as desired so to do have, by their respective officers or counsel, attended at the time and place appointed for such hearing or at the adjournments thereof, with such witnesses and evidence as they have seen fit to produce, and have been heard by all of us, sitting together, as fully as they desired. Said public hearings were held by adjournment at the court house in Boston on the third and fourth days of December, 1894, and on the twenty-seventh day of April, the first, second, seventh and eighth days of May, 1895. In addition to the information laid before us at said hearings, with the assent of all parties in interest,

we visited together the several public reservations and parkways, and such cities and towns in the district as we were, by their respective officers or counsel, requested to visit, on the twenty-ninth and thirtieth days of April, and on the first, second, third and sixth days of May, 1895.

After it had appeared in evidence that, of the entire amount of \$2,300,000 placed at the disposal of the park commissioners under the various acts of 1893 and 1894, more than \$1,800,000 had either been expended by said Board or applied in such a manner as to make the Commonwealth liable therefor, the counsel for the town of Wakefield objected to the taking of further testimony, on the ground "that the park commissioners had not yet made such a complete case as would warrant calling upon the towns for any evidence in the matter." We overruled the objection, and the counsel duly excepted.

The same counsel also objected "to the admission of any evidence of existing parks in any town or city." This objection was overruled, and exception was duly taken.

And now, after hearing the parties, their evidence and arguments, and carefully considering all the facts and considerations which have been presented to us, we determine and award as follows:—

In pursuance of the authority contained in chapter 407 of the Acts of the year 1893, a Metropolitan Park Commission was appointed, and authorized in the name and for the benefit of the Commonwealth to acquire, maintain and make available to the inhabitants of the thirty-seven cities and towns hereinafter named, which were to constitute the metropolitan parks district, open spaces for exercise and recreation. To meet the expenses which might be incurred under the provisions of said act, and of all other acts in amendment thereof (see Statutes of 1894, chapter 483, section 4), the treasurer and receiver-general, with the approval of the governor and council, was required to issue scrip or certificates of debt in the name and behalf of the Commonwealth to an amount not exceeding \$1,000,000, which limitation was subsequently, by the act of 1894 before cited, fixed at \$1,500,000.

By chapter 483 of the Acts of 1894 the Metropolitan Park Commission was empowered to acquire any of the land, flat or beach, in the town of Revere, lying along, upon or near and including so much of the location and railroad of the Boston, Revere Beach & Lynn Railroad Company as said Board might deem best, and to hold, maintain and care for the same as a park or public open space for exercise or recreation, in the manner prescribed in the Acts of 1894 hereinbefore referred to.

By chapter 509 of the Acts of 1894 the said commission, for the purpose of acquiring open spaces for exercise and recreation along or near Charles River, from the Essex Street bridge, so called, at Cottage Farms, towards the source of the river, was authorized to expend the sum of \$300,000 in addition to the amounts before appropriated.

By chapter 305 of the Acts of the current year the said commissioners, for the purpose of carrying out the provisions of the acts before cited, were authorized to expend the further sum of \$500,000 in addition to all sums hitherto authorized to be expended by it.

The total amount thus appropriated by chapter 407 of the Acts of 1893 (the park act, so called) and the amendments thereto is \$2,300,000.

The Metropolitan Park Commissioners, by chapter 288 of the Acts of 1894, were authorized to connect any road, park, way or other public open space with any part of the cities or towns of the metropolitan parks district by a suitable roadway or boulevard; and to meet the expenses of taking and constructing the same the treasurer and receiver-general was required, with the approval of the governor and council, to issue scrip or certificates of debt in the name of the Commonwealth to an amount not exceeding \$500,000.

Of the amount appropriated by the original park act of 1893, viz., \$1,000,000, there have been applied by the Metropolitan Park Commissioners the following sums: —

On account of Blue Hills reservation, . . .	\$250,000
On account of Middlesex Fells reservation, . .	420,000
On account of Stony Brook reservation, . . .	200,000
On account of Beaver Brook reservation, . . .	90,000
	<hr/>
	\$900,000

The total amount appropriated by amendments to said act, viz., \$1,000,000, has been applied by said commissioners on account of Revere Beach reservation.

The sum of \$300,000, which was authorized to be expended for the Charles River reservation, has been applied by said commissioners.

Of the \$500,000 appropriated by the boulevard act, the said commissioners have applied on account of the Mystic Valley Parkway \$120,000 and on account of the Middlesex Fells Parkway \$175,000; and the balance, \$115,000, remains unapplied, for the reason that the selectmen of the town of Milton, in which the

commissioners had taken streets and lands to be laid out as the Mattapan Parkway, failed to concur in such taking.

The Blue Hills reservation is located in the city of Quincy and the towns of Milton, Canton and Braintree; the Middlesex Fells reservation in the cities of Medford and Malden and the towns of Melrose, Stoneham and Winchester; the Stony Brook reservation in the city of Boston and the town of Hyde Park; the Beaver Brook reservation in the city of Waltham and the town of Belmont; the Charles River reservation in the cities of Boston, Cambridge, Newton and Watertown; the Revere Beach reservation in the town of Revere. The Mystic Valley Parkway is located in the city of Medford and the towns of Arlington and Winchester; the Middlesex Fells Parkway is in the cities of Malden and Medford; the proposed Mattapan Parkway was to be located in the town of Milton.

Chapter 407 of the Acts of 1893 requires that fifty per cent. of the total cost of the parks shall be paid by the city of Boston, and that the balance shall be assessed upon the remaining thirty-six cities and towns in the metropolitan parks district.

Chapter 288 of the Acts of 1894 provides that of the total cost of the boulevards the Commonwealth shall pay fifty per cent., and that the balance shall be assessed upon the thirty-seven cities and towns comprising the metropolitan parks district.

These acts also make provision for the payment of the expenses in the preservation and care of the reservations and boulevards. As we are required to determine, in such manner as we shall deem just and equitable, the proportion in which the burdens imposed by the foregoing acts shall be apportioned on the several cities and towns in the district, it is proper that we should state what elements we have taken into consideration in making the apportionment, and our reasons therefor. The ordinary manner of distributing the burdens of taxation is upon the basis of valuation; but it is evident that the Legislature did not deem such a method proper in this instance, otherwise they would have adopted it.

The reservations were acquired, and are to be maintained and made available to the inhabitants of the several cities and towns in the district as open spaces for exercise and recreation; and the expenses of such acquisition and maintenance might readily have been apportioned by statute on the basis of population.

From a consideration of the facts and circumstances which preceded and related to the enactment of chapter 407 of the Acts of 1893, taken in connection with the language made use of in prescribing the manner in which the apportionment should be made, it is evident that the Legislature intended that other elements than

property and population, either or both, ought to be taken into consideration in determining the proportion in which the burdens created by that act should be borne.

The Metropolitan Park Commissioners, appointed under the provisions of chapter 342 of the Acts of 1892, submitted to the Legislature in 1893 a bill which was subsequently enacted without material change, and became chapter 407 of the Acts of that year. By the tenth section thereof the commissioners to be appointed by the supreme judicial court to make the apportionment of the cost of the parks upon the thirty-seven cities and towns in the district were required to "fix and return the proportion to be paid by the city of Boston for the first period of five years at fifty per cent. of the whole." In their report to the General Court, accompanying said bill (House Document No. 150) and explanatory thereof, the Park Commissioners say "that during the first five years of the existence of the proposed metropolitan parks district the proportion of the total expense which may be incurred is, in the case of Boston, arbitrarily fixed at one-half the whole, leaving the other half to be apportioned among the cities and towns of the district other than Boston. Fifty per cent. of the whole would be unquestionably less than the proportion allotted to Boston on a division based upon either valuation or population; but, on the other hand, the commissioners in fixing this arbitrary allotment had in mind the fact that Boston had already incurred, or is now incurring, an expense of \$11,000,000 in developing a system of parks at its own cost, which are free to the whole metropolitan district."

The act itself in terms prescribes that the commissioners to be appointed by the supreme judicial court shall, "in such manner as they shall deem just and equitable, determine the proportion" in which the several cities and towns in the district shall annually pay money into the treasury of the Commonwealth. And as the language quoted has in several cases received a judicial construction, we have, in making our award, taken into consideration and given due weight to all the elements which we might lawfully regard. In *Commonwealth v. Newburyport*, 103 Mass. 129-134, which was a case where the county commissioners of Essex County had, under a special act, laid out as highways certain bridges across Merrimac River, and fixed the relative portions of expense for maintaining the same which should be borne by said county and by any of the cities and towns lying near or contiguous to said bridges in such proportion as in their judgment might seem just and equitable, Mr. Justice Wells, in giving the opinion of the court, says the "relative proportion is to be fixed with reference to all the circumstances of benefit to the respective municipalities

affected, and to their population, extent and ability to bear the burden."

In the recent case of Kingman and others, petitioners, 153 Mass. 566-579, where commissioners were required, in such manner as they should deem just and equitable, to determine the proportion in which certain cities and towns should bear a burden imposed by statute on all, Mr. Justice Charles Allen, giving the opinion, says : —

Where a great public work establishing an extensive system of sewerage is entered upon for the use of many different cities and towns, there are many elements which ought to be taken into consideration in apportioning the cost; for instance, the exigency or special need of such an improvement in particular localities, the area which can be accommodated, the present or probable population or wealth of the different cities and towns, the value of the land and its adaptability for houses, factories or other places of business, and other elements which cannot be fully enumerated in advance. . . . The apportionment should be just and equitable under all the circumstances which may be found to exist. . . . In the determination there must necessarily be a large discretion as to the weight which is to be given to particular considerations.

Guided by such authority, we have, in making our apportionment, taken into consideration the valuation of the respective cities and towns which are to bear the burden imposed by the Legislature, because all taxation of a general public nature, whether levied for the benefit of the Commonwealth, or counties, cities or towns, is assessed upon property, with the single exception of the relatively insignificant tax on polls. As the acquisition and maintenance of these public reservations, and the parkways connecting the same, were declared to be for exercise and recreation of the people, we have taken into consideration the population of each of said cities and towns.

Since the several reservations differ in size and are located in various parts of the district, it is manifest that some of the cities and towns will receive greater benefits therefrom than others. It is also apparent that to some there is greater need of the reservations than to others. We therefore determined it to be just and equitable that such special benefits should be taken into account in making the apportionment. In the application of this rule due allowance has been made for the losses which certain cities and towns in the district have sustained by reason of the taking for public purposes of taxable property within their respective limits. We have also taken into account the fact that several of the municipalities had, by parks, commons or other open spaces, provided places for the exercise and recreation of their inhabitants.

In applying these principles under the park acts we pursued the following method:—

We took the population of each of the thirty-six cities and towns in the year 1890, that being the date of the latest official census, and added them together. We then ascertained the percentage which the population of each city and town bore to the total population of all.

We pursued the same method in respect to the valuation of the aforesaid cities and towns, and thus ascertained what percentage of the gross valuation the valuation of each city and town was. In this computation we used the valuations adopted by the Commonwealth in assessing the State tax for the current year (chapter 90 of the Acts of 1895), this being the latest official valuation, and it includes the value of bank and corporation stocks and ships and vessels, the taxes on which accrue to the several cities and towns in the district.

We combined the percentages so ascertained, finding the average percentage of the two.

Starting again, we took each reservation, and first determined that in relation to special benefits each reservation should bear the same proportion of the burden that its cost, as given to us in evidence by the Metropolitan Park Commissioners, bore to the aggregate cost of all the reservations. To ascertain this we took the statement of the relative cost, made by said commissioners on page 5 of their report for the current year, showing the appropriation of \$900,000 of the first \$1,000,000, and we apportioned to the different reservations the remaining \$100,000 *pro rata*.

We then took, for the Revere Beach reservation, the appropriation made by chapter 483 of the Acts of 1894, as amended by chapter 305 of the Acts of 1895, amounting to \$1,000,000. To these we added the amount appropriated by chapter 509 of the Acts of 1894 for the Charles River reservation, which was \$300,000, giving as the total appropriation \$2,300,000, and then ascertained the percentage of the gross appropriation which these several amounts for the different reservations bear to the whole. For example, we took the Blue Hills reservation, with the towns and cities which we had determined to be especially benefited thereby, and found the valuation of each, and by adding these valuations together ascertained the percentage which the valuation of each of said cities and towns bears to the gross valuation of all the cities and towns in said group. We then pursued the same method with relation to the population of said cities and towns, thus ascertaining the percentage which the population of each bears to the gross population of the group. We then deter-

mined the percentages which each of said cities and towns in said group should bear among themselves for special benefits, in respect to the total cost of said reservation. We then combined these percentages of valuation and population, getting their average, and combined this average with the special benefit per cent., getting the average of these two per cents., this being equivalent to assessing one-half the amount charged to special benefits upon the average percentages of valuation and population combined, and the other half upon the special benefit percentage as fixed by us. The average per cent. thus obtained was multiplied by the percentage of cost which this reservation bore to the gross cost of all the reservations as before stated. The resultant per cent. was thus the percentage which each city and town in the group should bear of the gross amount assessed by us in respect to special benefits.

The same method was followed in respect to each of the other reservations, and the results were distributed to the several cities and towns in the district. The addition of the several percentages so charged to each city or town thus gave the per cent. which each should bear of the gross cost in respect to special benefits.

We then determined that one-half of the amount apportioned upon the several cities and towns should be assessed upon the average percentage of their valuation and population, and the other half upon the aforesaid percentages in respect to special benefits; and to obtain this we combined said percentages and found their averages.

As the statute provided that Boston should pay fifty per cent. of the total cost, we took the percentages obtained by the method hereinbefore stated and divided them by two, and thus ascertained the final percentage of the gross cost which each city and town should pay. In other words, we apportioned one-half of the entire cost, being the amount which remained after deducting the fifty per cent. which, by the provisions of the statute, the city of Boston was required to pay, in the following manner, viz.: twenty-five cent. upon the average per cent. of the valuation and population combined of all the cities and towns in the district except Boston, and the remaining twenty-five per cent. in respect of the special benefits which each city and town received on account of the reservations in the following manner: taking each group, one-half was apportioned upon the cities and towns constituting the same upon their average percentage of valuation and population combined, and the other half upon the percentage of special benefits as determined by us.

In respect to the boulevard act, we adopted the same method, with two exceptions: first, we included Boston in the district; second, in respect to that portion of the appropriation which had been set apart by the Metropolitan Commission for the Mattapan Parkway, which, for the reason already stated, had failed of a legal appropriation for that object, instead of assessing it in respect of special benefits, we assessed it upon all the cities and towns in the district upon the average percentage of their valuation and population combined.

In other words, the effect of this apportionment is that one-half of the fifty per cent. not paid by the Commonwealth is assessed upon the average percentage of valuation and population combined, and of the other half fifty-nine per cent. is assessed in respect of special benefits, and forty-one per cent., representing the portion of the appropriation not yet applied, upon the average valuation and population per cent. of all the cities and towns in the district.

We also determine and award that the several cities and towns shall annually contribute the same percentage to the expense of preservation and care incurred under said park acts and said boulevard act which we have determined to be just and equitable in respect of the cost incurred under said acts. We deem that the same principle which governed us in our decision as to the assessment of cost should also apply in respect to the expense of preservation and care.

We determine and award that the several cities and towns named in chapter 407 of the Acts of 1893 (the park act, so called) shall annually pay money into the treasury of the Commonwealth for the term of five years next following the year of the first issue of the scrip or certificate authorized by said act and the amendments thereto to meet the interest and sinking fund requirements for each of said years, as estimated by the treasurer of the Commonwealth, and to meet the expenses of preservation and necessary care of said public reservations, as therein required to be estimated and certified, and any deficiency in the amount previously paid in, as found by said treasurer, in the proportions set against the names of said cities and towns respectively in the following table:—

City or town:—	Per Cent.
Boston, . . . . .	.50000000
Cambridge, . . . . .	.06831659
Chelsea, . . . . .	.02752472
Everett, . . . . .	.01739138
Lynn, . . . . .	.04727503
Malden, . . . . .	.02873053

City or town :—	Per Cent.
Medford, . . . . .	.01235497
Newton, . . . . .	.02353063
Quincy, . . . . .	.01358944
Somerville, . . . . .	.04670557
Waltham, . . . . .	.01463205
Woburn, . . . . .	.01071622
Arlington, . . . . .	.00631849
Belmont, . . . . .	.00417344
Braintree, . . . . .	.00408476
Brookline, . . . . .	.03773741
Canton, . . . . .	.00550393
Dedham, . . . . .	.00921888
Dover, . . . . .	.00043977
Hingham, . . . . .	.00235310
Hull, . . . . .	.00090814
Hyde Park, . . . . .	.01574547
Melrose, . . . . .	.01302584
Milton, . . . . .	.01665028
Nahant, . . . . .	.00403361
Needham, . . . . .	.00150420
Revere, . . . . .	.01310286
Saugus, . . . . .	.00401696
Stoneham, . . . . .	.00510434
Swampscott, . . . . .	.00647503
Wakefield, . . . . .	.00526433
Watertown, . . . . .	.00947276
Wellesley, . . . . .	.00262757
Weston, . . . . .	.00133269
Weymouth, . . . . .	.00674087
Winchester, . . . . .	.00650233
Winthrop, . . . . .	.00689581
	<hr/>
	100 %

We also determine and award, under the requirements of section 8 of chapter 288 of the Acts of 1894, the boulevard act, so called, that the said cities and towns shall annually pay money into the treasury of the Commonwealth, during each of the five years next following the first issue of the scrip and certificates of debt authorized by said act, to meet one-half the interest and sinking fund requirements for each of said years, as estimated by the treasurer of the Commonwealth, and one-half the expense of care and maintenance, and one-half the office and running expenses of the Board of Metropolitan Park Commissioners occasioned by chapter 288 of the Acts of 1894, as estimated by said Board and certified to said treasurer, and one-half of any deficiency in the amount previously paid in, in the proportion set against the names of said cities and towns, respectively, in the following table :—

Percentage of the One-half not paid by the Commonwealth.

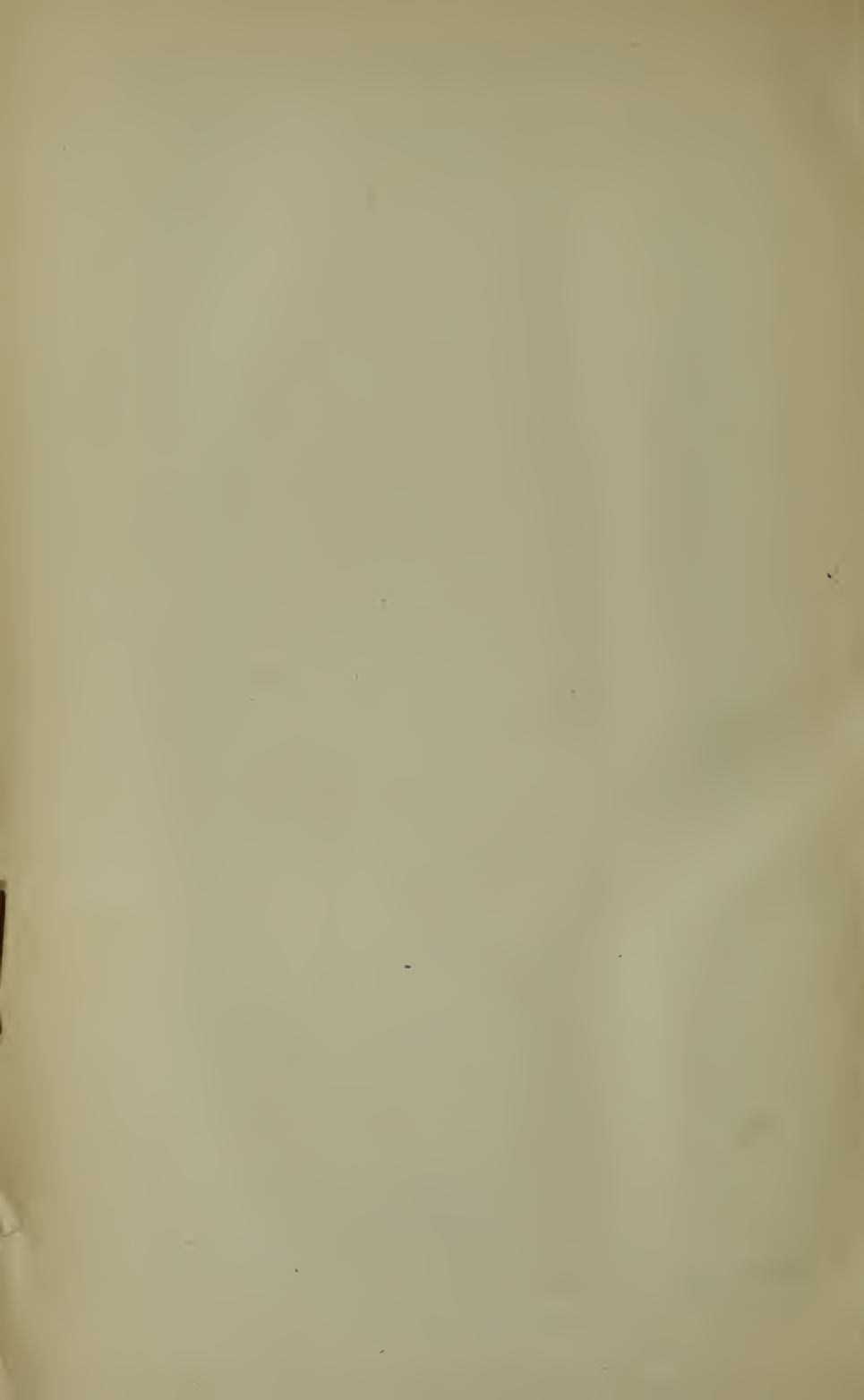
City or town : --	Per Cent.
Boston, . . . . .	.40090844
Cambridge, . . . . .	.04652089
Chelsea, . . . . .	.01634719
Everett, . . . . .	.02720353
Lynn, . . . . .	.03373451
Malden, . . . . .	.07307157
Medford, . . . . .	.08090101
Newton, . . . . .	.02100782
Quincy, . . . . .	.01060804
Somerville, . . . . .	.11101999
Waltham, . . . . .	.01187175
Woburn, . . . . .	.02330687
Arlington, . . . . .	.01820872
Belmont, . . . . .	.00931859
Braintree, . . . . .	.00298878
Brookline, . . . . .	.01988327
Canton, . . . . .	.00283793
Dedham, . . . . .	.00440637
Dover, . . . . .	.00053047
Hingham, . . . . .	.00290661
Hull, . . . . .	.00104359
Hyde Park, . . . . .	.00604849
Melrose, . . . . .	.00571827
Milton, . . . . .	.00667015
Nahant, . . . . .	.00182568
Needham, . . . . .	.00186993
Revere, . . . . .	.00381745
Saugus, . . . . .	.00213707
Stoneham, . . . . .	.00336154
Swampscott, . . . . .	.00267574
Wakefield, . . . . .	.00413976
Watertown, . . . . .	.00478335
Wellesley, . . . . .	.00309421
Weston, . . . . .	.00155299
Weymouth, . . . . .	.00587843
Winchester, . . . . .	.02565773
Winthrop, . . . . .	.00214325
	<hr/>
	100 %

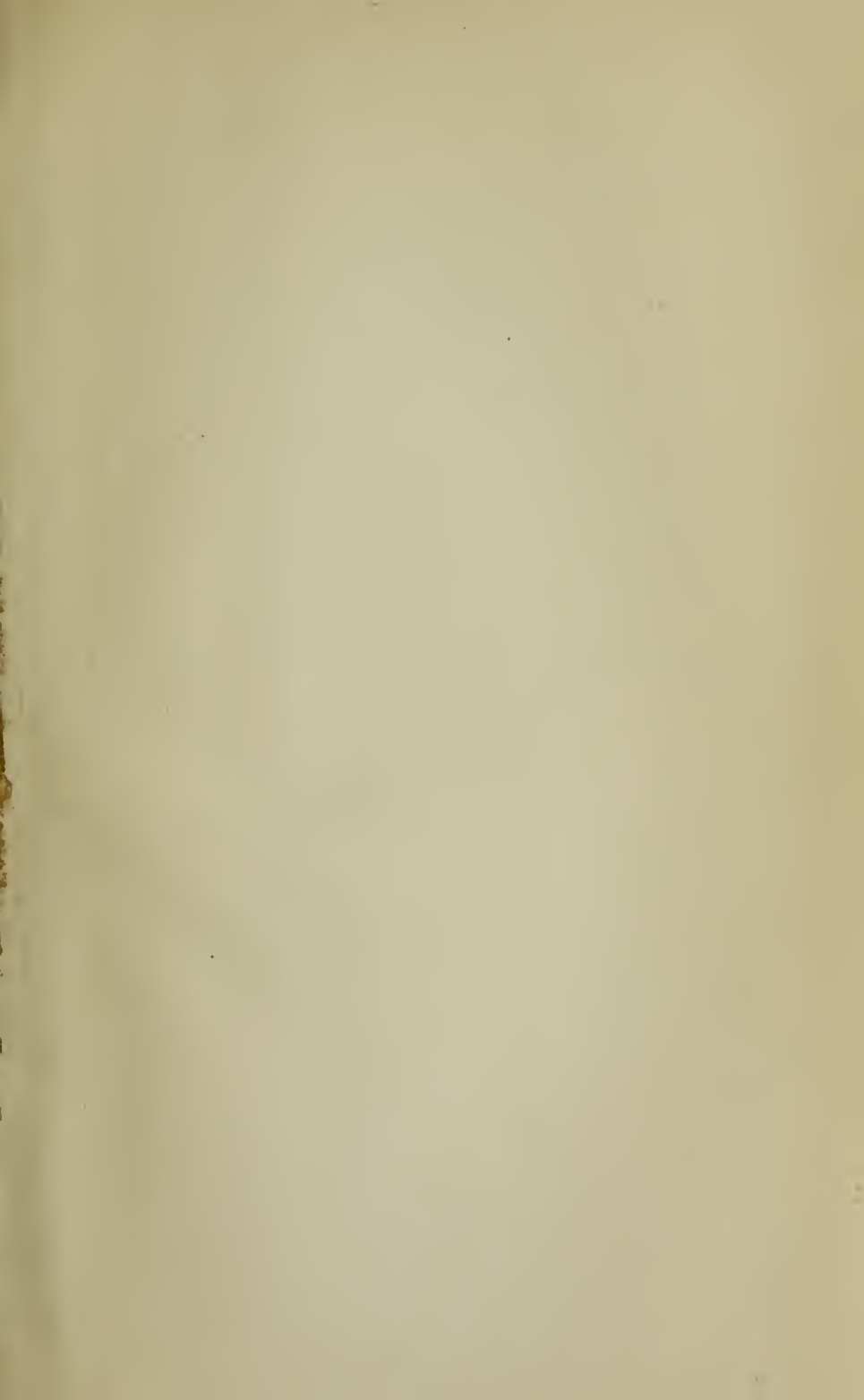
GEORGE F. RICHARDSON.
CHARLES W. CLIFFORD,
HIRAM P. HARRIMAN,

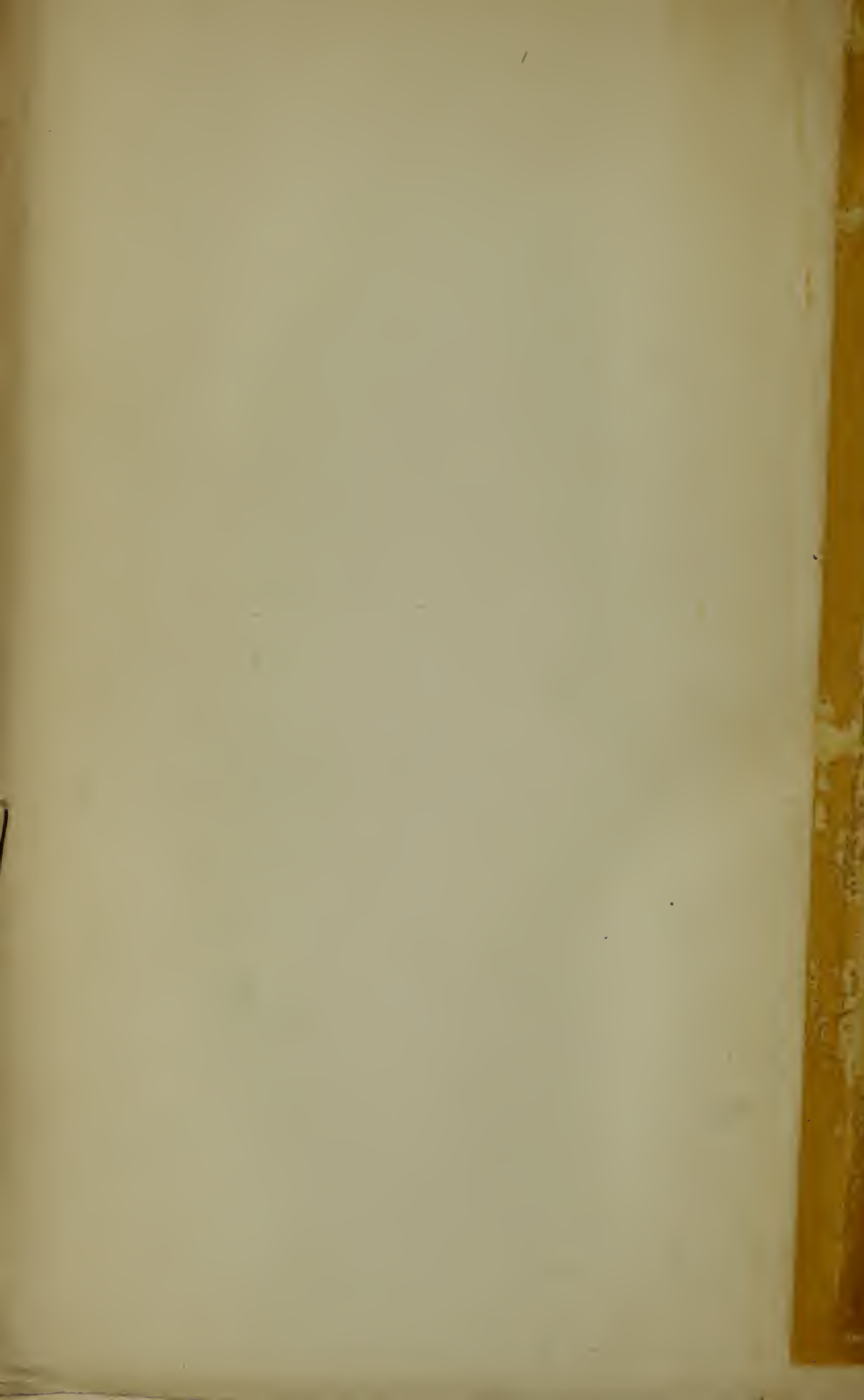
Commissioners.

Boston, June 27, 1895.

NOTE: See tables, pages 32 to 35.

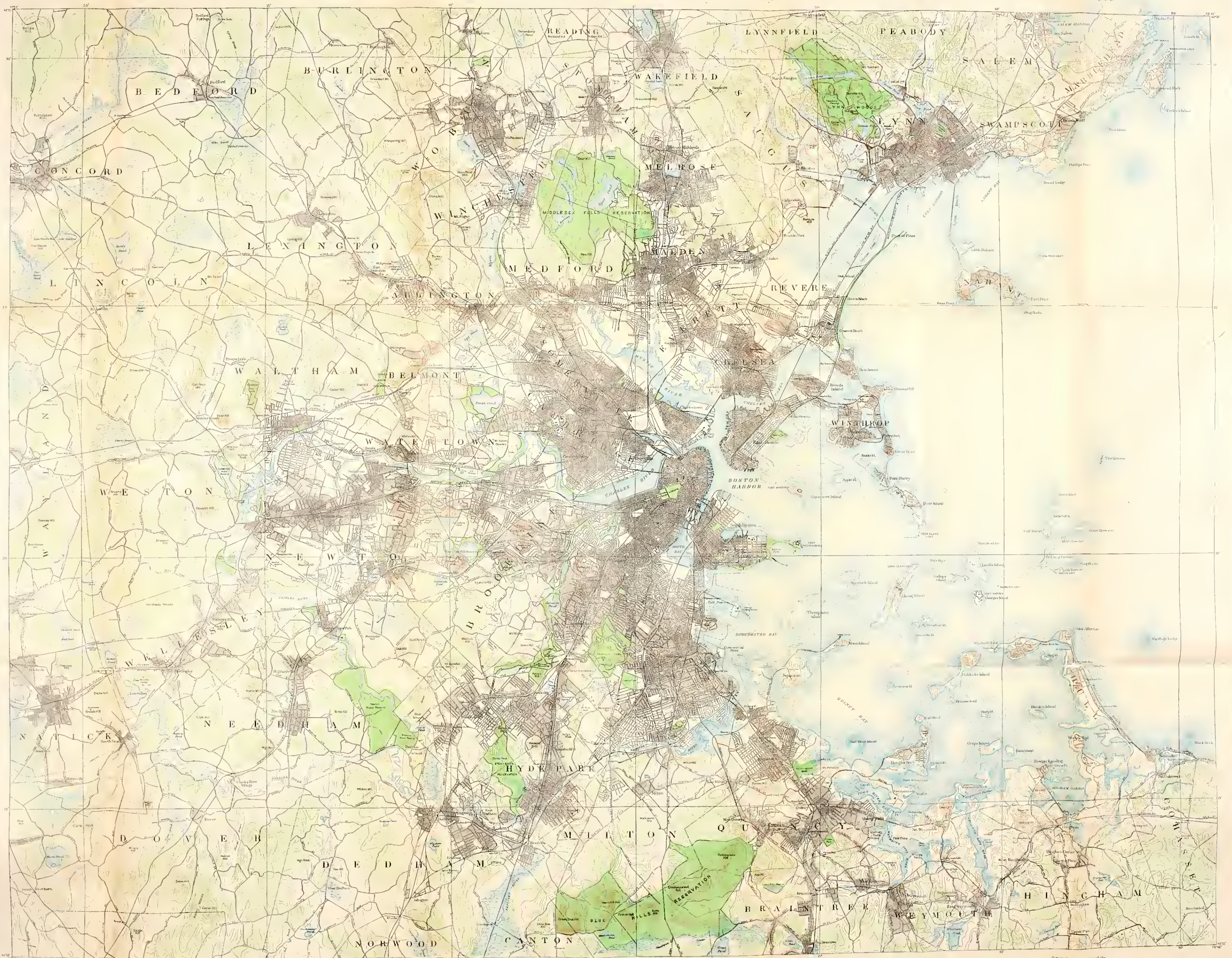








MAP OF THE COUNTRY ABOUT BOSTON 1896.

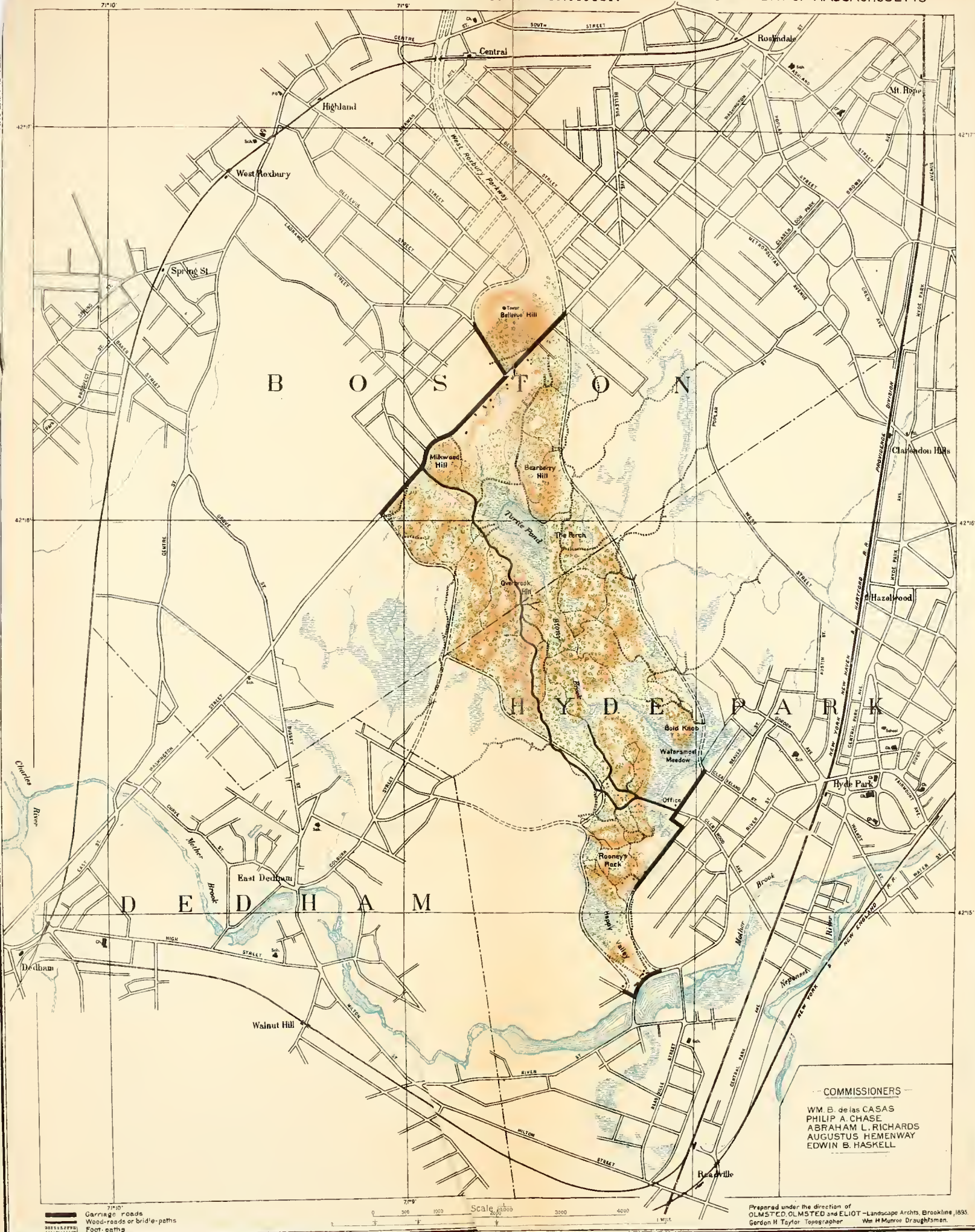


Prepared for the Metropolitan Park Commission under the direction of Charles D. Adams and John H. Adams by Geo. H. Steddy and Co.

Scale: 1:25,000
Distance in miles: 0 1 2 3 4 5
Centimeter interval 20 feet

Legend:
Dark Brown: Closely Built
Light Brown: Less Closely Built
Green: Wooded Areas
Blue: Boundary of Public Reservations

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OLMSTED, OLMSTED, and ELIOT - Landscape Architects, Boston, 1895.
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